

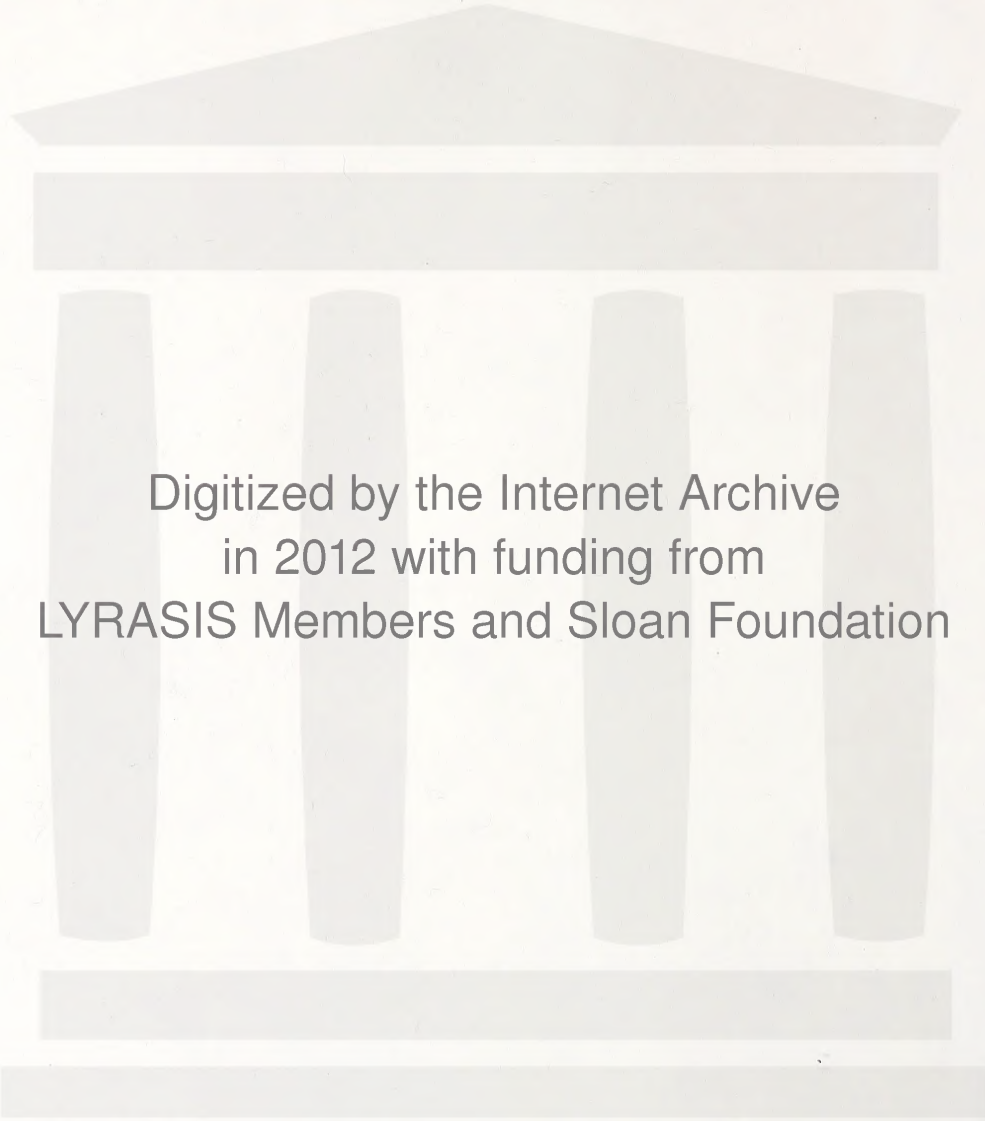
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# North Carolina STATE PORTS

Spring, 1967

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## Coastal Historyland North Carolina





# North Carolina

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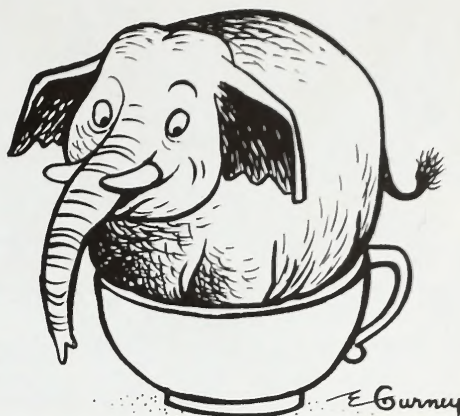
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General Assembly of North Carolina, housed in its own building, is the only state legislative body to have its own facility. Here is the Senate.

## General Assembly Gathers in Raleigh

The General Assembly of North Carolina meets in the State Capitol every two years. They generally stay in session about five months.

Part of their deliberations are principally concerned with a balanced budget. This budget must always be without deficit, since deficit financing of state operations is unconstitutional in North Carolina.

The Appropriations Committee of the General Assembly recommends the budget in the Appropriations Bill. This year the North Carolina State Ports Authority has asked for \$6,140,000. This request is based upon \$2,900,000 for a dock extension of 900 feet at Wilmington and one 75-ton gantry crane, with an additional warehouse and two gantry cranes at Morehead City.

The request also calls for a warehouse and transit shed at Wilmington. The Ports Authority has based its request upon careful study of present conditions which produce congestion and a shortage of storage space required by the North Carolina industries, who are principal customers.

The North Carolina State Ports at Wilmington and Morehead City are primarily designed to serve the industrial and commercial community of North Carolina. This includes the entire state. Industry of the piedmont and the west actually profits most from the activities of the North Carolina State Ports. This request, for capital improvements, is a request for investment in East-West transportation.

This is the House of Representatives of the North Carolina General Assembly. It is interesting to note that the General Assembly meets once every two years.





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 LAMAR GUDGER, Asheville  
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OFFICIAL PUBLICATION

*North Carolina*  
**STATE PORTS**



SPRING ISSUE, 1967, SPA MAGAZINE

VOL. 13, NO. 1

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THE NORTH CAROLINA STATE PORTS write or call  
 L. C. Bruce, Editor & Publisher—State Ports Magazine,  
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*North Carolina*  
**STATE PORTS**  
Spring, 1967



Coastal  
Historyland  
North Carolina



## COVER STORY

The cover story in this issue is related to two articles in the body of the magazine; "Down the Historyland Trail," Page 12 and 13 and "North Carolina Coastal Historyland," Page 5. The cover shows five scenes from the guide map and brochure called "Coastal Historyland North Carolina". Each one of these scenes is located near a historic or modern port of North Carolina.





In January the Travel Council of North Carolina, led by President W. Glenn Humphrey of Raleigh, went on a travel mission to Florida. Honored guest and principal speaker for the mission was Mrs. Dan Moore, wife of the Governor. She was accompanied by her secretary, Mrs. Caroline Gardiner, and Bill F. Hensley, of the Travel Information and Promotion Division of C & D. Mr. Hensley, also a member of the Travel Council, was a member of the special committee which organized the trip. The committee was—L. C. Bruce of Raleigh, Chairman; Doris Potter, newly elected President of the Travel Council; Hensley; T. E. Pickard, Executive Vice-President, Carolina Motor Club; Hugh Morton of Wilmington, and owner of Grandfather Mountain; and Glenn Humphrey, Ex-Officio.

The Travel Council visited Brunswick, Georgia, which is a port city near Jekyll Island; Gainesville; Orlando; Tampa, another port city; Sarasota; West Palm Beach, another port city; Fort Lauderdale and Port Everglades; Daytona, St. Augustine; and the port city of Jacksonville. During the tour a slide series prepared especially by Hugh Morton in cooperation with the C & D Travel Division, was shown to many groups of people prominent in the travel and public relations industry of the state.

On the return to North Carolina, with the cooperation of the North Carolina Association of Broadcasters, a state-wide radio TV network was arranged and Mrs. Moore gave the same wonderful talk about North Carolina that received a tremendous ovation in Orlando.

## North Carolina Travel Council Sells Floridians

Glenn Humphrey of Raleigh, president of the Travel Council during the Florida mission, presents gifts to the mayor of St. Augustine.



Left to right, Mrs. Roland Potter of North Wilkesboro, new president of the Travel Council, Dick Pope, Cypress Gardens, Mrs. Dan Moore, Wade Brown, Mayor of Boone.



# North Carolina Coastal Historyland

In Raleigh, North Carolina, after the end of three hard-working and fruitful years as President of the North Carolina Coastal Historyland Association, P. D. Midgett, Jr., of Englehard, former Senator in the General Assembly and "Booster for North Carolina Extraordinary," turned over the gavel as President of the Coastal Historyland Association to Glenn Tucker, of Carolina Beach.

Midgett was immediately, at the suggestion of the Nominating Committee, made Director, and he was the first Director named as immediate Past President.

Coastal Historyland Association is an organization composed of interested volunteer workers from 35 counties east of the Interstate 95 Highway, which bisects the Coastal Plain portion of North Carolina.

In the past three years, under the leadership of Midgett, the people of the area have received wide-range publicity and promotion, through the North Carolina Association of Broadcasters, the North Carolina Press Association, and their members.

With the help of Archives and History, the Department of C & D's Travel Promotion and Infor-

mation Section, and many others too numerous to mention a beautiful guide map and brochure combination was published on fine quality paper with a very attractive outer fold.

Some 75,000 copies of these will have been distributed in eleven states by the end of this fiscal year. In addition to that, 57 radio stations have carried spot broadcasts, and 96 more radio stations are about to begin these spot broadcasts urging North Carolinians to travel, and to travel in Coastal Historyland. A set of slides which the North Carolina Travel Council (see page 4) carried with them on their travel promotion tour of Florida have been shown on prominent television stations in North Carolina. These slides contain a great deal of information and many beautiful photographs of coastal Historyland.

All this and more has resulted from the kind, considerate, patient, and persistent effort of leadership put forth by P. D. Midgett, Jr., of Hyde County, who served during the formative years of Coastal Historyland Association.



L. to R.—P. D. Midgett, Jr., Bob Ellett, Mrs. Lucille Winslow, Alonzo Edwards, John Crawford, Glenn Tucker.—Insert—P. D. Midgett, Jr.





MOORE

# REMARKS BY GOVERNOR DAN K. MOORE OPENING OF NEW PLANT OF MORGANITE, INC.

April 19, 1967—Dunn, N. C.

*Our State ports at Wilmington and Morehead City serve companies such as Morganite. These ports are expanding to better serve North Carolina based firms that import materials or export products. Our highways and railroad system put facilities in this State close to the major population centers of the United States. All of these factors are important to industrial development in North Carolina.*

AND AT

## QUARTERLY MEETING OF THE BOARD OF CONSERVATION AND DEVELOPMENT

April 16, 1967—Goldsboro, N. C.

*Our State Port facilities at Wilmington and Morehead City are constantly growing to meet the needs of the State. A \$4.5 million construction program was completed at the Wilmington facility last year and a \$4.5 million program is now under way at Morehead City. In addition, work has begun on the \$11.5 million phosphate handling facility at Morehead City. And, the State Ports Authority has requested more funds for construction.*



SCOTT

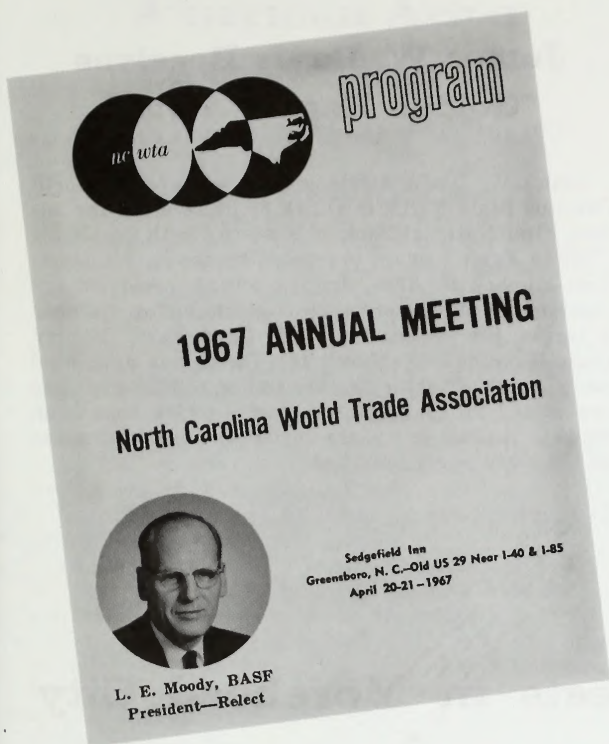
In Charlotte in 1965 at a World Trade Association Meeting, Lt. Governor Robert Scott, representing Governor Dan K. Moore, made this statement to World Trade Association members and their guests from countries all over the world who trade with North Carolina.

"First, I would like to pay tribute to the North Carolina World Trade Association. This group is composed of North Carolina businessmen who are engaged in both export and import trade. These businessmen work together to solve the problems involved in international trade, and they have a fine and commendable record of assisting in the development of World Trade.

I am sure that the emphasis provided by NCWTA activities will make a significant contribution to the promotion of a continuing awareness of the importance of World Trade to our economy and our relations with other nations.

I was very impressed with the theme—"Peace for Trade"—"Trade for Peace." In the past when considering world trade, too often we have tended to think only in terms of the direct effect of trade on our own economy. We have, I am afraid, too often failed to appreciate the role world trade can play in promoting and maintaining world peace. We have at times overlooked the great potential of world trade as an instrument to achieve greater understanding and cooperation among the people of all nations."





On April 20, at the famous Sedgefield Inn and Manor House, the North Carolina World Trade Association held its 1967 annual meeting. Elected to the Board of Directors to replace the outgoing Directors were:

C. R. Harris, Charlotte; Edgar Kirk, Raleigh; H. Banks Newman, Winston-Salem; Richard Barker, Wilmington; Oliver Moore, Raleigh.

Officers elected were:

Leon Moody was re-elected President. He is Vice President and General Manager of BASF, Charlotte.

Edgar Kirk 1st Vice President, Raleigh; Richard Barker, 2nd Vice President, Wilmington; A. C. Brown, Secretary and Treasurer, Charlotte. C. R. Harris was re-elected Chairman of Executive Committee.

Honored as Honorary Members were Walter Kelly of Southern Pines, former exporter and world trade executive, now retired and living in Southern Pines. Kelly has been a very important wheel in the machinery of progress which has surged North Carolina from 15th to 11th in world trade among the states of the United States.

John Mercer Reeves, former Chairman of the Ports Authority who bowed out in 1966, also has been a bulwark in the tremendous growth of world trade in North Carolina. Previous biographical accomplishments of Mr. Reeves have been in these pages. Suffice it to say that the North Carolina Ports Magazine once again is honored to have these gentlemen on its pages.



Paul E. Pauly  
Dir. International Trade  
Promotion, Bureau  
International Commerce,  
U. S. Dept. of Commerce



J. Russell Mudge  
Gen. Mgr. Far East Division  
General Electric Company  
New York, New York



C. R. Harris, President  
Pneumafil Corporation  
Charlotte, N. C.



John Mercer Reeves  
Pinehurst, N. C.  
Chairman of Board,  
Reeves Brothers Co.



Walter Kelly  
Southern Pines, N. C.  
Retired

Also at the meeting of the World Trade Association C. R. Harris received the annual award given to that North Carolinian who does, in the opinion of the committee, a tremendous job of promoting world trade for North Carolina. C. R. Harris being the first recipient of the award, it will be called the World Trade Association C. R. Harris Award.





## James W. Davis Receives "Golden Eagle" Award

James W. Davis, (left), executive director, North Carolina State Ports, is shown as he received the annual First National Bank of Eastern North Carolina's "Golden Eagle" award presented by the bank's president Mitchell F. Allen, Jr. The award, presented for outstanding public service, was given during a dinner honoring the recipient at the Cape Fear Country Club, Wilmington, (March 16). Davis was appointed state ports director in December, 1962, and has supervised the many improvements which have been made in the last few years in the continuing progress of the state ports facilities.

## PORTS AUTHORITY meets in Morehead City

Ports Authority held its regular meeting in Morehead City at the State Ports Terminal Office on March 20. Principal news to come out of this meeting was the planning of a Central Ports Office Building for Morehead City. Similar to the North Carolina Maritime Building in Wilmington which was dedicated in 1965.

This building will be designed to have its space doubled as the Port Terminal continues to grow. Space will be provided for Port-related enterprises, and the investment will be amortized by an annual rental from these enterprises.

The Chairman and the Authority were informed that a feasibility study planned for Fayetteville is now under way. The study is being financed jointly by EDA of the U. S. Department of Commerce, the Ports Authority, the City of Fayetteville, and the Chamber of Commerce of Greater Fayetteville. The study is to judge the feasibility of the construction of a barge terminal on the Cape Fear on property which the Ports Authority now holds for that purpose.

The Authority passed a resolution to try to get the appropriation for the construction of sea jetties in Beaufort Inlet and to assist other agencies and organizations to work for improvement of the harbor.



## Ben Moore, WNBE-TV, New Bern

"Here is an action photo of a TV announcer and Emcee. From the looks of things he is most versatile. Recently on his hour show, which comes on at 7:00 o'clock in the morning, the slide series being used by the Travel Council of North Carolina was shown to the early risers in the New Bern-Morehead City area. The Ports Authority will be featured in a similar program in May."



# American Artos Textile Firm to Add Assembly Plant in Charlotte

American Artos Corp., which opened offices in Charlotte in mid-1964, will build a parts assembly and manufacturing plant here.

A 33,000 square-foot structure will be built at the junction of I-85 and U.S. 21, north of Charlotte. It represents a major expansion for the American representative of Artos Maschinenbau of Hamburg, Germany, a textile machinery manufacturer.

Construction should begin by the summer, Frita K. Witt, the corporation's service engineer, said last week. Completion is scheduled for the end of 1967.

Artos Maschinenbau of Hamburg exports about 75 per cent of its production.

American Artos sells heat setting tenter frames and wet finishing equipment (washing and dyeing machinery) to textile mills in this country.

Mohican Mills in Lincolnton purchased one of the world's largest tenter frames from the corporation. It arrived Jan. 24 and was the largest single piece of textile machinery imported through the port of Wilmington, N. C.

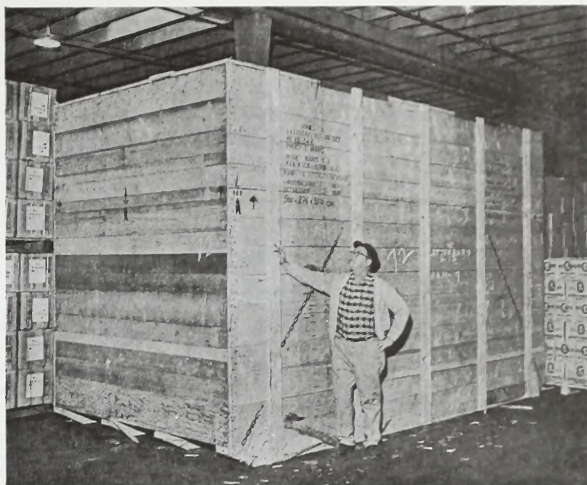
It arrived in 27 large crates.

The 120-foot long machine can handle a cloth bolt more than 23 feet wide.

The frame can process 50 miles of fabric daily, an amount sufficient to produce about 200,000 men's shirts.

The parent German company, which employs 1,500 people, has sold its products in this country for 6 or 8 years, Witt said. It was previously represented by special arrangements with American textile manufacturers.

The company does considerable business in the Carolinas and Alabama, although it has some accounts in the New England area. —*excerpt from Charlotte Observer February 5, 1967.*



**TEXTILE MACHINE**—Jack Davis of the N. C. State Ports examines part of a textile machine said to be the largest ever imported through the Wilmington State Ports facility. It was transported to the United States from Germany aboard the Finn Arrow. The machine will be used in the manufacture of women's clothing. It was imported in 27 parts. Hans O. Keilhack, sales manager for the Artos Maschinenbau Company of Hamburg, Germany, which exported the machine, said it was perhaps the largest of its type in the world. Keilhack said the value of the machine was over \$250,000. It will be sent to the American Artos Corporation in Lincoln, N. C. When assembled, the machine will be 100 feet long and 23 and one half feet wide. (SECO Photo) *reprinted from Wilmington Star.*



Will Rowland, son of Mr. and Mrs. William H. Rowland of Kinston, N. C., is shown with a 40-inch metal profile of the Confederate ram "Neuse" which is now on a 'round the world cruise aboard the Norwegian cargo-passenger ship, Wilhelmser Line "Toreador." She is due back in Wilmington May 14, 1967.



Norwood Cheek is the energetic and likeable International Trade Specialist, and hard worker in the Field Office of the U. S. Department of Commerce. His principal business interests are in International Trade, however, he has also found time for a wonderful family in Leaksville, N. C. Latest addition is a young son born right after Christmas. "NORTH CAROLINA STATE PORTS" join his many friends in congratulations. The baby weighed 9½ lbs. and he is called "Chip" by his three beautiful sisters.





## Greensboro Lumber Industry Uses North Carolina Ports

The McCoy Lumber Industries was organized in June, 1961, by H. V. McCoy, with home offices in Ardmore, Pennsylvania, and a branch sales office in Greensboro, North Carolina. The concept of the corporation was for the purpose of buying and selling West Coast products to the retail dealer trade, with the West Coast cargo being handled through ports in the north in the Camden and Philadelphia area.

The first fiscal year's operation's sales volume totaled over \$3 million.

In 1962 the home office was moved to Greensboro, with sales offices maintained in Philadelphia. In 1963 a wholesale Hardwood Division was opened. This was also successful, and in 1965 the company acquired a North Carolina firm in Spring Hope. This was a manufacturing plant concerned with Yellow Pine and Southern Hardwoods.

By the end of fiscal year 1966 sales totaled \$10 million. In December of that year the company purchased its first cargo to be received through

the Port of Wilmington, North Carolina. This cargo 2,400,000 gross board feet, is the first of its kind to enter through this Port Terminal for the exclusive distribution in the Carolinas. Completely packaged, lengths and widths separated, it arrived at the Port of Wilmington on April 19 aboard the "SS Tiha."

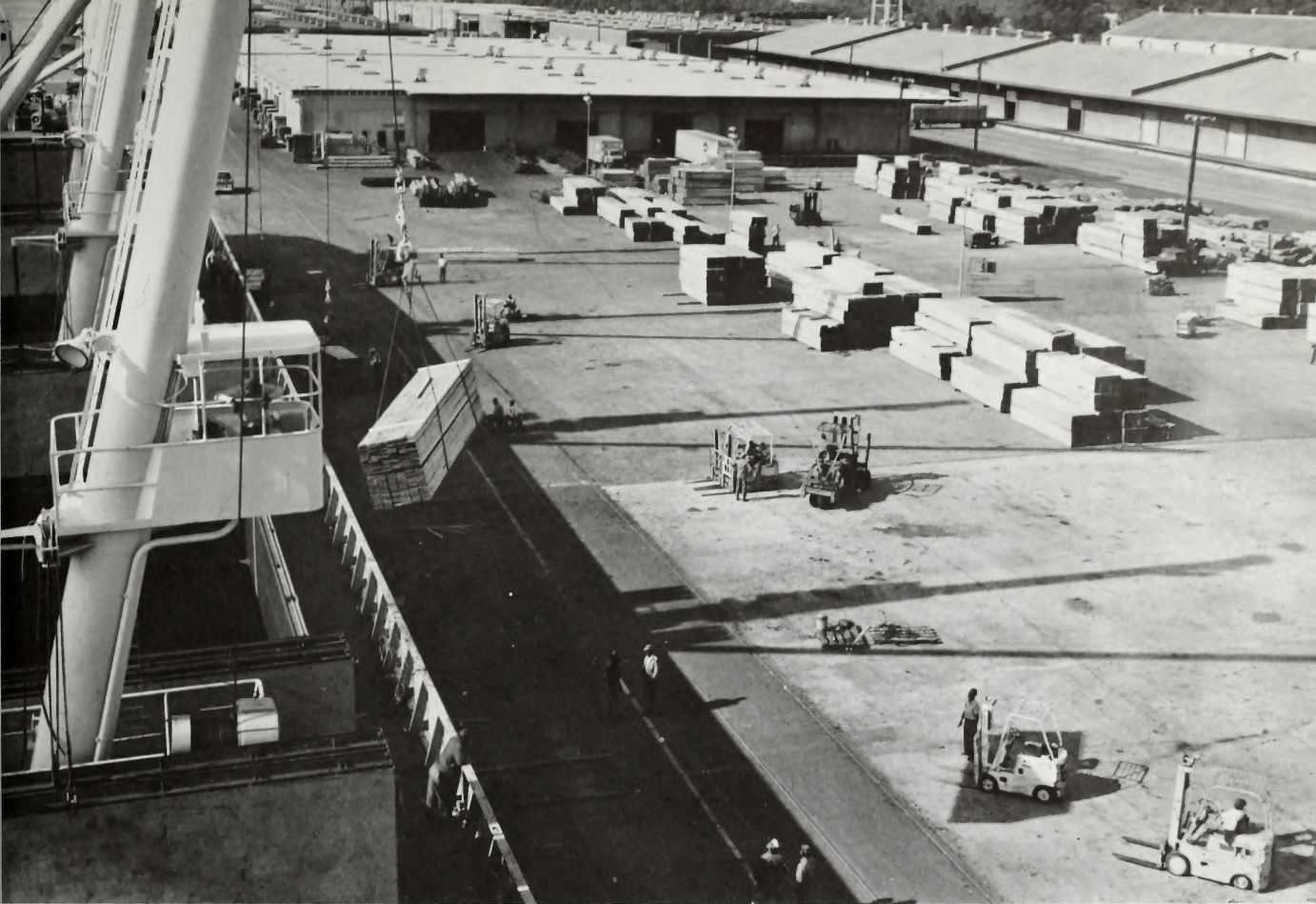
Regular shipments are expected from Vancouver, B. C. to Wilmington every quarter, and each shipment will be approximately 3 million gross board feet. The cargo will be moved by rail and truck to retail dealers throughout North Carolina, such as the Bingham Lumber Company, Winston-Salem, N. C.; Bingham & Parks Lumber Company, Advance, N. C.; Buchan Supply Company, North Wilkesboro, N. C.; West Coast Lumber Company, Wilmington, N. C.; Guy C. Lee Manufacturing Company, Smithfield, N. C.; and Coman Lumber Company, Durham, N. C.

The story unfolding here is another example of how the State Port Terminals by their presence and their capability enhance the economy of North Carolina.

This is the SS TIHA unloading 2,387,000 gross board feet of lumber for the McCoy Lumber Industries, Inc., Greensboro, N. C. at the N. C. State Port Terminals at Wilmington, N. C.







L. to R.—Thad Bingham—Bingham Lumber Company, Winston Salem, N. C.; Max Bingham—Bingham Lumber Company, Gold Hill, N. C.; Donald Bingham—Bingham Lumber Company, Advance, N. C.; Bill Cothren—Lowe's of Wilmington, Wilmington, N. C.; Charles Brown—West Coast Lumber Co., Wilmington, N. C.; Ross Lampe—Guy C. Lee Manufacturing Co., Smithfield, N. C.; Clyde Lennon—Lowe's of Wilmington, Wilmington, N. C.

Captain Grgic, Master of SS TIHA; Hal McCoy—McCoy Lumber Company; Walter Friederichs—Operations Manager, N. C. State Ports Authority, Wilmington, N. C.





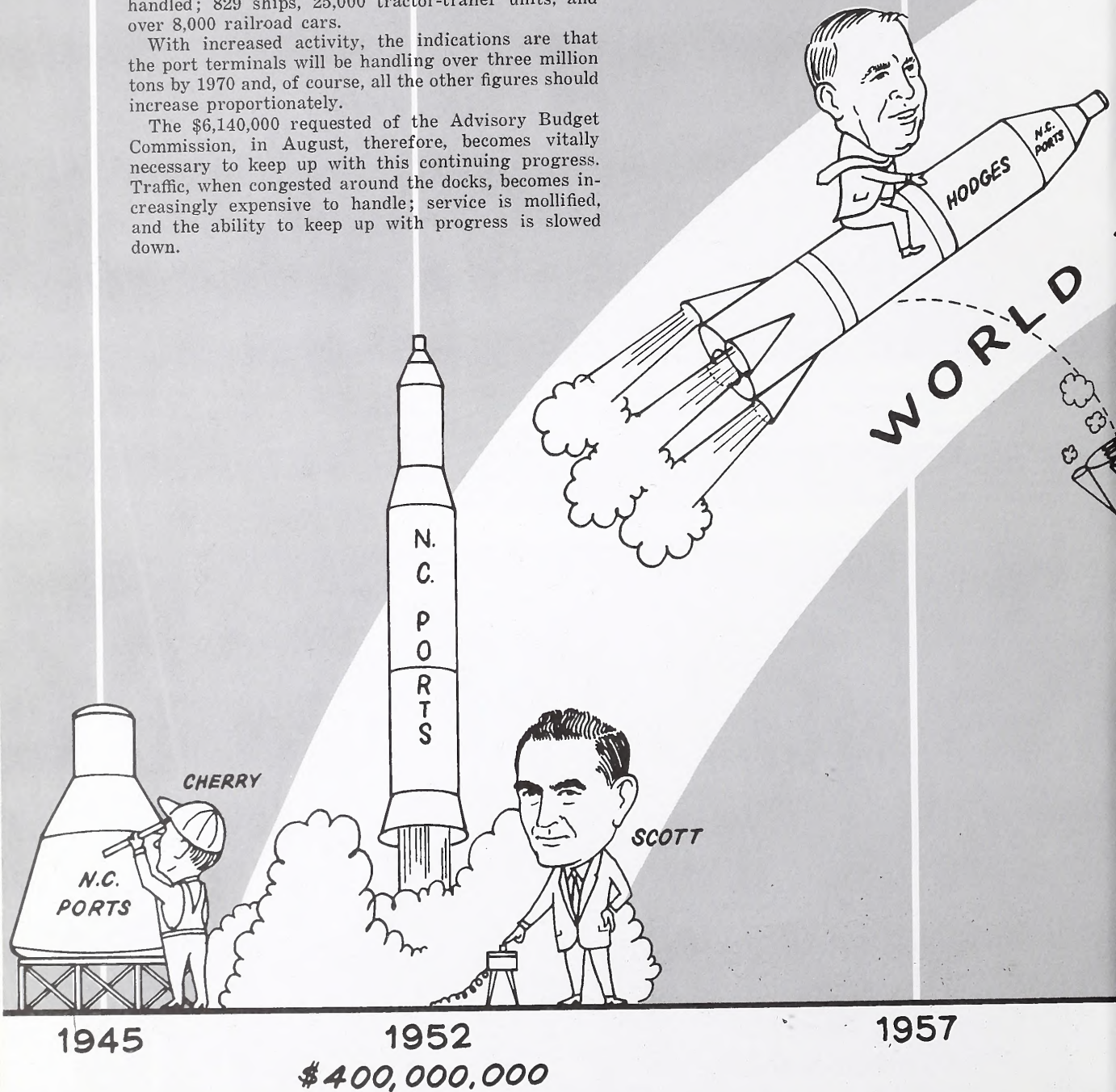
The remarkable growth of the North Carolina State Port Terminals created in 1945 under Governor Gregg Cherry; became operational in 1952 under Governor Kerr Scott; and reorganized in 1957 under Governor Luther Hodges; adopted long range plans under Governor Terry Sanford. These plans go forward under Governor Dan Moore.

While this progress was going on, increases in World Trade throughout North Carolina was astounding. No matter which came first—the chicken or the egg—the fact remains that the rise of North Carolina from 15th to 11th among the states in total world trade value paralleled the phenomenal growth of the North Carolina State Ports.

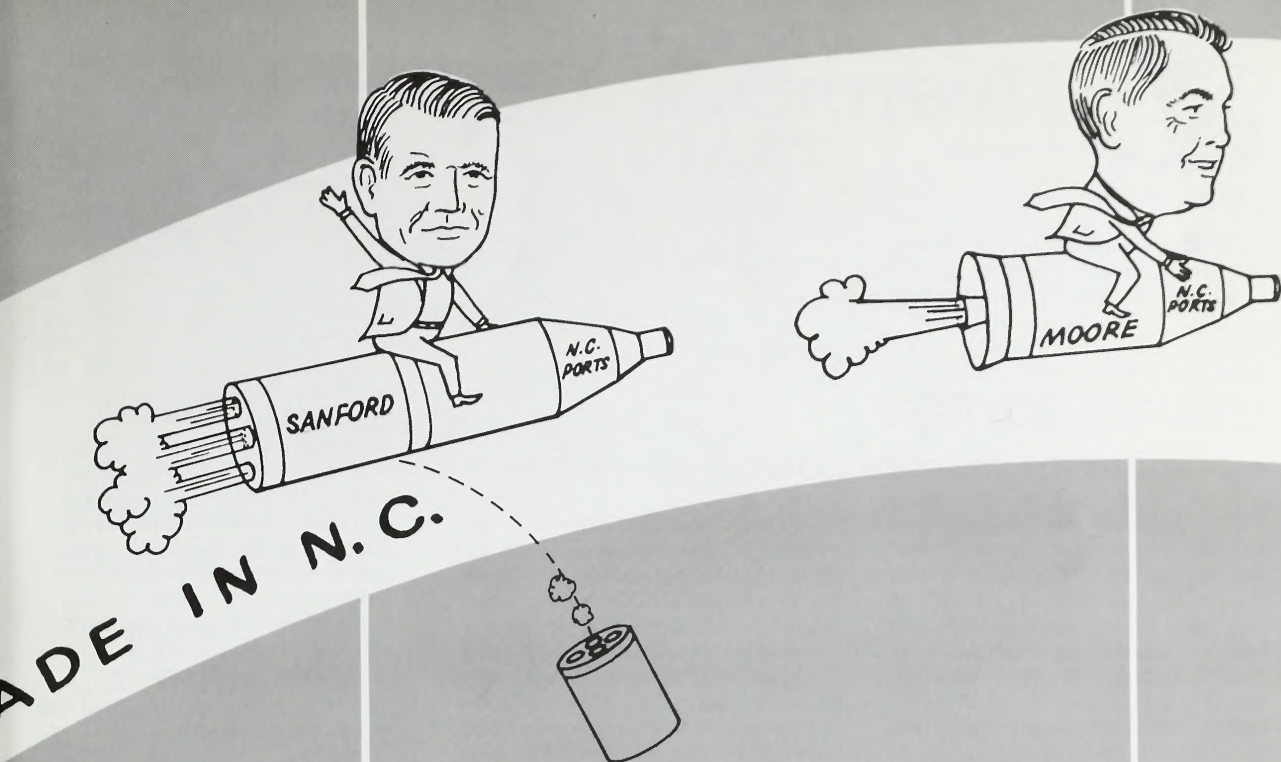
Moving from the planning stages in 1949 to the year 1967 with a total of over one million tons handled; 829 ships, 25,000 tractor-trailer units, and over 8,000 railroad cars.

With increased activity, the indications are that the port terminals will be handling over three million tons by 1970 and, of course, all the other figures should increase proportionately.

The \$6,140,000 requested of the Advisory Budget Commission, in August, therefore, becomes vitally necessary to keep up with this continuing progress. Traffic, when congested around the docks, becomes increasingly expensive to handle; service is mollified, and the ability to keep up with progress is slowed down.







1961  
\$700,000,000

1965  
\$1,000,000,000  
TOTAL WORLD TRADE N.C.



# DOWN THE HISTORYLAND TRAIL

*Written by Elizabeth W. Wilborn,  
member of the Staff of the State  
Department of Archives and His-  
tory.*

## BRUNSWICK:

### TOWN ON THE LOWER CAPE FEAR

The port of Brunswick is no longer open to the "Freemason" the "Arthur and Polly" the "Three Marys" or the "Two Brothers." It has been closed for more than a hundred and seventy-five years. The Public House and other business establishments of the once thriving town have vanished. Only the foundations remain.

But Brunswick Town is not dead! People are bustling about the house foundations built before the Revolutionary War and the great earthworks constructed during the War Between the States. No "General Cargo" is entered into the port records, no regular services are held in St. Philips Church, nor is the boom of cannon heard, yet hundreds throng the sand soil of this Lower Cape Fear town.

Through trained archaeologists, many house and building foundations have been uncovered; glistening among the trees is a new Visi-

tor Center-Museum which tells the story of Brunswick in exhibits filled with fascinating artifacts. Pause for a moment by the display dealing with the political life of the Colonial town. Here in 1765 and 1766 armed citizens resisted the hated Stamp Act with violence. This use of arms against the British authorities is one of the earliest incidents of resistance to the Crown in America.

Pause to read some of the letters written in 1865 from Fort Anderson which was built across a portion of Colonial Brunswick. The soldiers' letters might have been written during any war:

"... I slept in the Stables last night & the night before. ... I keep my horse saddled day and night. ..."

"Two thirds of the army are now buoyant with the expectations of an early peace, should our commissioners fail to effect

a treaty and return without some tidings of a reconciliation the relapse will be too much for the army to bear—better a thousand times peace had not been mentioned—but let us hope and pray that something may be done to mitigate the feelings of discord. ..."

Man's age-old cry against the futility of war is heartbreakingly evident in the above which was written February 4, 1865. In another letter the reader can visualize the trials of a soldier:

"I returned from my Brunswick expedition two days since, rather worsted—I started with diarrhoea, and returned with Neuralgia in the head, sore throat—new place—sores on hand—same old place—and two boils, where my body impinged on the saddle. I am feeling pretty well today however."

There are poignant letters from young fathers, who plead with their children to "Mind your Mother" and to "Be good children in Meeting & Sabbath School."

The records for the port of Brunswick reveal interesting details about some of the North Carolinians who were shipowners and merchants. John Burgwin is listed three times on one page as the owner of the brig "William" built in Massachusetts Bay in 1772 and registered in Boston on October 28 of the same year. He also owned the sloop "Experiment" built in North Carolina and registered at Brunswick on January 2, 1773. The "Phila. Pack," a sloop, was built in North Carolina and registered at Brunswick on April 29, 1774. What did these and other vessels carry besides the "tar, pitch, and turpentine" for which North Carolina was noted? Rum, cordials, potatoes, salt, flour—everyday necessities—and luxuries for those who could afford them. Two crates of earthenware, 3,000 bricks, one box of glass, three boxes of paper, and 3,724 yards of Irish bounty linen are itemized in one entry. Nutmeg and other spices, tea and chocolate, wearing apparel, gunpowder, "78 passengers" and "8 negroes" are listed with "3 Horses" and "2 M feet Mahogany." Cargo was merely cargo to the masters of the brigs, sloops, snows, and schooners which picked up and delivered cargoes to and from New York, St. Croix, Jamaica, Liver-



Conjectural drawing by Don Mayhew of the appearance of the eighteenth-century "Publick House-Tailor Shop" at Brunswick Town.





Archaeologist Stanley A. South examines the ruin of Judge Maurice Moore's smokehouse, built during the 1760's at Brunswick Town.

pool, Hispaniola, Philadelphia, Salem, Hull, Charles Towne, Antigua, and St. Augustine. How often in the port entries are found such items as "12 casks Rum—Ballast," "33 Hhds. Rum—Ballast."

The growth of the port of Wilmington was a contributing factor in the decline of Brunswick as a shipping center. The British burned part of Brunswick Town during the Revolution, and for one brief period it was invaded and seized by the Spanish. It was also exposed to hurricanes and other weather hazards.

No more tantalizing story—another of North Carolina's mysteries—can be found than that of two attempts to settle the Lower Cape Fear. One effort was made from the Massachusetts Bay Colony in 1662/3. A number of persons left the Charles Towne and Boston area and came to the "Cape Fear" re-

gion. They brought with them goods and provisions. Why were they unable to establish a colony? They later agreed to pay Richard Price, master of the "Plyer" to take them to Roanoke. If they were unable to disembark there "where the English doe Inhabite" the party agreed to continue to Boston for additional fare.

These settlers as well as others from the Barbadoes did not remain long at the mouth of what one explorer called the "River Jordan." Was this because Cape *Faire* really was Cape *Fear*?

In 1725 Maurice Moore was granted the land on which the town of Brunswick was to be situated. Town lots were sold as early as 1726 and during the 1730's this thriving town was the county seat of New Hanover County. When Brunswick County was established in 1764, Brunswick became the seat of the new county.

During the War of Jenkin's Ear (King George's War) in 1748 Brunswick Town was captured by the Spanish who held it for three days. When the townspeople recaptured Brunswick one of the Spanish ships was blown up, but the people sold the goods and slaves that were taken from the ship to help build St. Philips Church.

Members of the Sprunt family, whose beautiful home, Orton Plantation, is famous for its azalea gardens, helped the Society of Colonial Dames maintain the ruins of St. Philips. Early excavation of streets and house ruins was conducted by E. Lawrence Lee and continued under Stanley A. South and George Demmy, archaeologists with the State Department of Archives and History.

A French coin, dated 1696, was found in the ruin of Judge Maurice Moore's (son of the founder) house. Here, too, were found Jew's harps, probably used by Alfred Moore as a boy.

Spanish coins of silver have been fastened together to make cufflinks. This same type of coin was often cut or "shaved" to make change—from this custom comes the expression "two-bits," meaning a quarter, since a quarter of a Spanish piece of eight was "two bits."

The Visitor Center - Museum opened April 23, 1967, at Brunswick Town State Historic Site. Visit the site for a day filled with surprises: The massive walls of St. Philips Church where Royal Governor Arthur Dobbs was buried by his young wife Justina will impress you; the guided tour by costumed guide William Reaves is an experience unique to Brunswick; talks with William Faulk, Historic Site Assistant, or with archaeologists South and Demmy will enrich your knowledge of Colonial living.

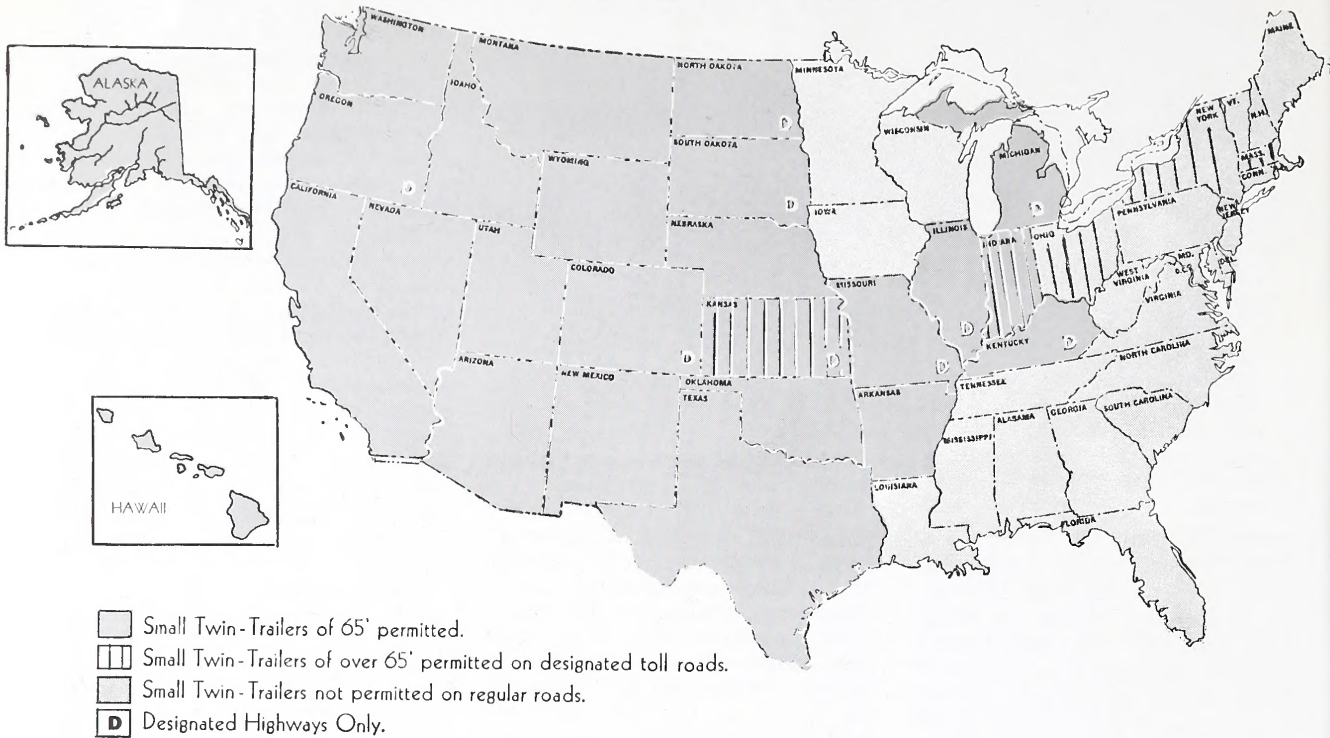
Don't forget to look for the tiny doll and child's brass candlestick found in the ruins of Russellborough—home of Royal Governors Dobbs and William Tryon. There is a "clutch" of eggs buried before the Revolution, with the home of baby chicks still showing. There are buttons and shoe buckles and cufflinks fine enough for the grandest of balls. There is too much to tell; go see for yourself the fabulous town of Brunswick on the Cape Fear!

Early Wharf Scene . . . Brunswick Town





## STATUS OF SMALL TWIN-TRAILERS



# Dual Trailer Operations

The trend for containerized cargo for ocean shipping has swept over the entire world in the past five years. One of the pioneers, incidentally, in the container business is a native Tarheel, Malcolm McLean.

Probably the most modern port in the world today is Rotterdam in the Netherlands, which was completely rebuilt since World War II and has risen to a place of prominence as probably the Number One port of the world. In the harbor at Rotterdam is a magnificent containerized port facility.

Wilmington, North Carolina was one of the first Atlantic ports to become ready to handle containerized cargo. There is a large open berth for containers with gantry cranes already in operation at Wilmington. Morehead City is being prepared for containerized cargo, and two companies interested in container operations have completed negotiations with the Morehead City Terminal.

All of this planning for containers and the trend in consolidated cargo has stimulated changes in the trucking industry and in the railroad industry. The North Carolina Motor Carriers Association is currently conducting a campaign for dual trailer operations. Dual trailers and containerization are related.

Dual trailers are two trailers hitched together in tandem pulled by one tractor. The total length of the rig is 65 feet, as compared to 55 feet now, which

means that the two trailers hitched together over-all are 10 feet longer than the present tractor-trailer as we know it. These trailers are used in the western United States to the mutual advantage of shippers and carriers.

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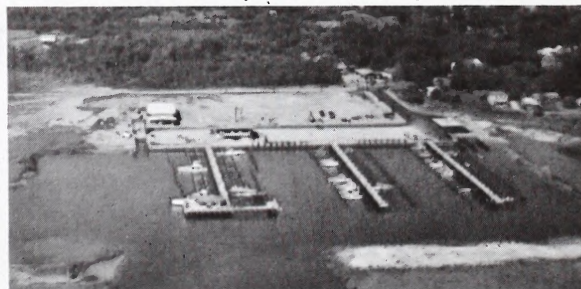
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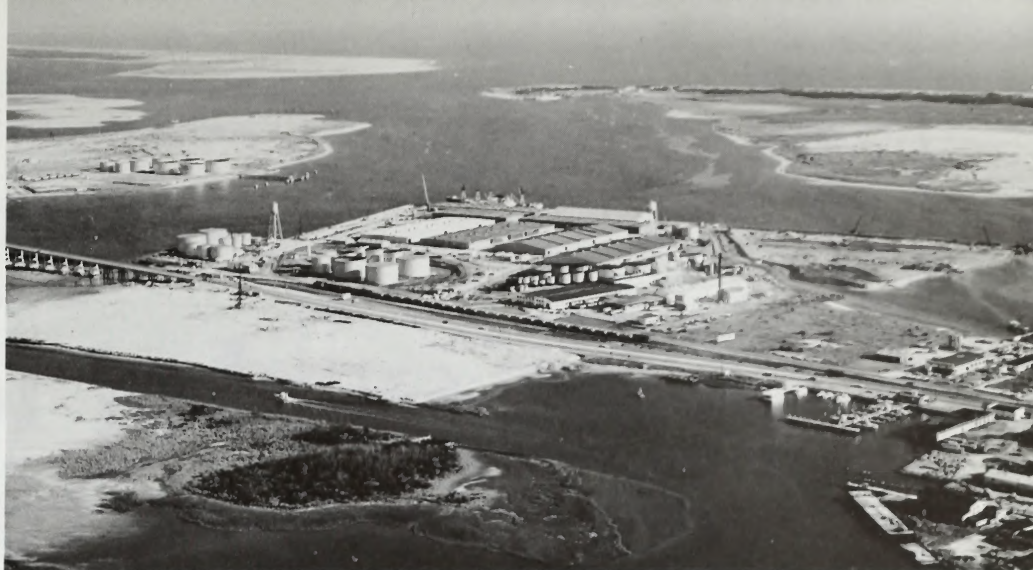


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*Charles McNeill, Operations Manager*

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**WAREHOUSES:** Seven storage warehouses, totaling 556,000 square feet, with sprinkler and deluge systems. Total 30 fire segregation sections.

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**SCALES:** Certified public truck scales available on terminal.

**TRACKAGE:** Double marginal tracks with crossover, full length of wharf. Single depressed track full length of rear of transit sheds and warehouses. Southern Railway freight car storage yard adjacent to Port property.

**CARGO HANDLING EQUIPMENT:** Fork lifts

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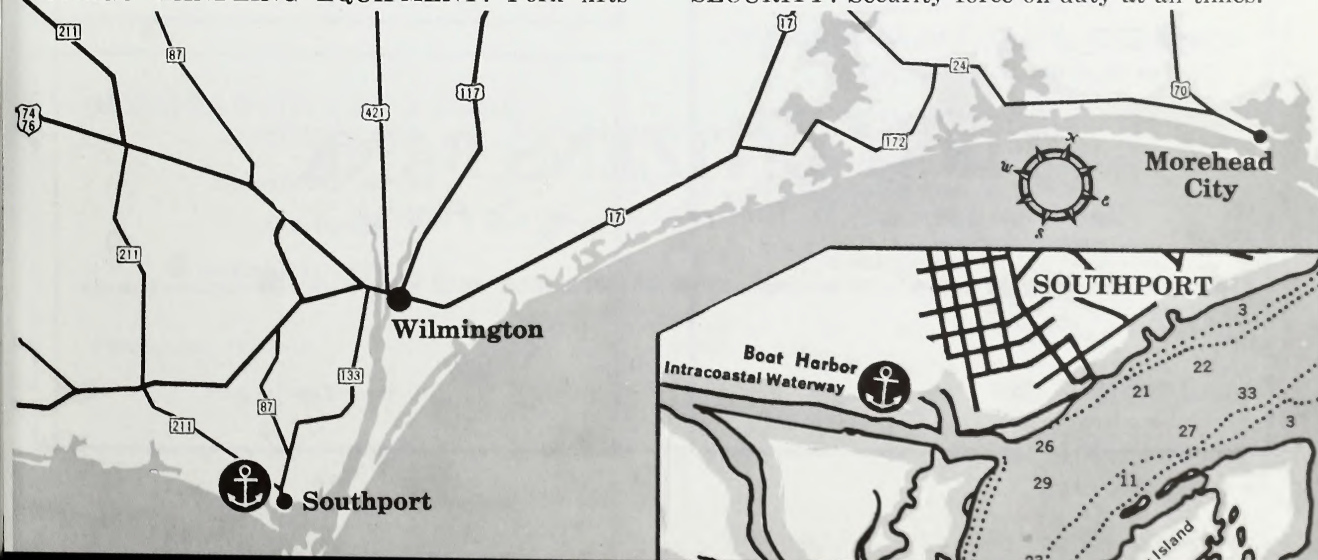
**LOADING AND UNLOADING:** Truck and rail docks for loading and unloading at transit sheds and warehouses; also easy access into transit sheds and warehouses.

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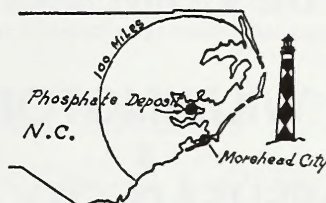
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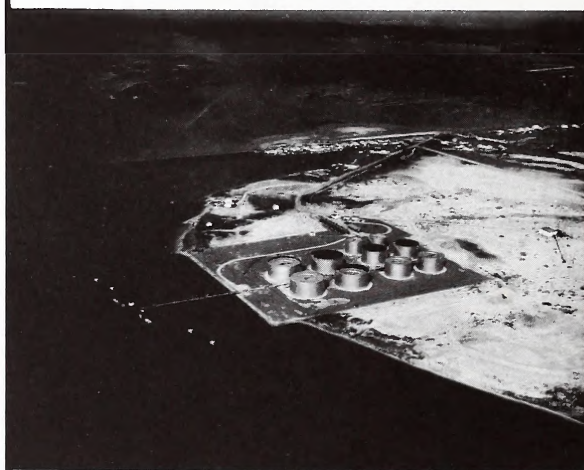
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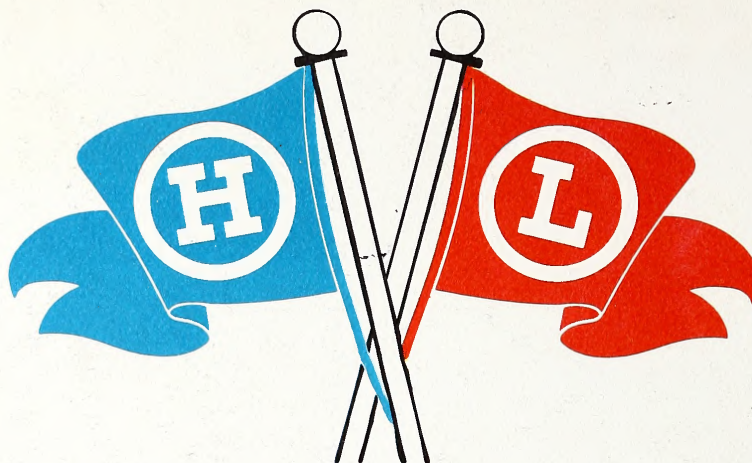
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# STATE PORTS

Summer, 1967



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# U.S. Secretary of Transportation visits North Carolina



BOYD



MOORE

The North Carolina World Trade Association brought off another first on July 26th in Raleigh. The Secretary of Transportation, Alan S. Boyd, arrived on the scene to visit Governor Moore and be the guest of the North Carolina World Trade Association, and their guests, at a \$10.00 a plate Luncheon in Raleigh.

Charles Harris of Charlotte, sort of a father emeritus of the World Trade Association, gave the invocation. Edgar Kirk, Vice President, North Carolina National Bank, Raleigh, was master of ceremonies. Kirk also doubles as Chairman of the Regional Export Expansion Council. Leon E. Moody, President of the N. C. World Trade Association, introduced Governor Dan Moore, after making the guests welcome to Raleigh. Governor Moore introduced The Honorable Alan S. Boyd, Secretary of U. S. Department of Transportation, Washington, D. C.

There were over three hundred people in attendance. At the head table, representing the transportation industry and state agencies involved were: Chairman of the Ports Authority, E. N. Richards; Chairman of the Highway Commission, Joseph M. Hunt; Chairman of the Board of Conservation & Development, C. W. York; President of the Motor Carriers Association, Marvin Koonce; President of the N. C. Railroad Association, M. V. Barnhill; President of the Piedmont Air Lines, Thomas Davis; President North Carolina Press Association, Henry Oglesby; President N. C. Association of Broadcasters, William Roberson; President of the Travel Council of North Carolina, Mrs. Roland Potter; U. S. Senator Sam Ervin; Former Governors Terry Sanford and Luther Hodges.



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OFFICIAL PUBLICATION

*North Carolina*  
**STATE PORTS**



SUMMER ISSUE, 1967, SPA MAGAZINE

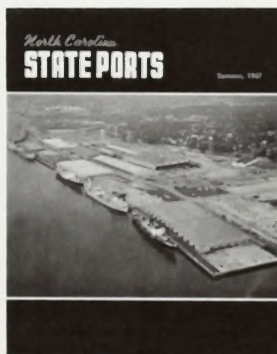
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## COVER STORY

The cover of this issue of the N. C. State Ports Magazine is a panoramic view of the recently enlarged terminal at Wilmington. This terminal dedicated in 1952, has grown to where it accommodates seven large merchant vessels at one time. The latest dock extension is shown in the right-hand corner, backed up by a 120,000 square foot transit shed, and the new warehouse, almost completed, visible immediately behind the transit shed.





Left—E. N. Richards, Chairman Ports Authority Shows new 11.5 million dollar expansion to Mrs. Roland Potter (center) President of Travel Council of North Carolina and William Roberson, President of North Carolina Association of Broadcasters at Morehead City, July 17.

## The Port Progress



The General Assembly of 1967 will be noted in history as the longest regular assembly.

Principal interest of the ports will always be the expansion of port facilities, however, there are many things the General Assembly does that affects us directly or indirectly. Of primary importance to the Ports Authority is always the construction of maximum potential highways into the port area. The \$4,490,000.00 appropriated this year for construction at the Ports Authority's two ports makes a total of \$13,490,000.00 appropriated by the General Assemblies of 1963-65-67. During this six-year period the ports have been allowed to plow back approximately two million dollars in warehouses and transit sheds and the rehabilitation of old buildings for the occupation of new tenants.

In addition, the Federal Government has loaned the Ports Authority, backed up by revenue bonds, a total of 11½ million dollars for the construction of a bulk loading facility. This bulk loading facility, although primarily designed to handle phosphates shipped by barge from the Beaufort County-Pamlico area, will also be capable of





handling most any type of bulk or aggregate. It is anticipated that in the harbor of Morehead City by the end of the year 1968 the traffic will be doubled its present rate. Tonnages should quadruple, and the result will, of course, lap over into the Wilmington area, where general cargo will increase. Traffic will double in the Wilmington Harbor also.

The people of North Carolina can be proud of their soon-to-be 37½ million dollar port complexes, fifteen million-plus of this invested in Wilmington, and 22 million invested in Morehead City.

It might be wise here to point out the fact that the community of Wilmington and the harbor of the Port of Wilmington is much larger than is sometimes realized when the news speaks of the North Carolina State Ports. The state operates a port terminal at Wilmington, which handles general cargo. In the Wilmington harbor are several terminals that handle petroleum and bulk ingredients, and there are many private manufacturing firms who are able to use these private facilities.

Total tonnage in the Wilmington harbor is approxi-

mately five million tons annually. This places the Port of Wilmington on a par with the Port of Charleston, South Carolina tonnage-wise.

At Morehead City, although the harbor is closer to the open sea, the gross tonnages in the harbor at Morehead City are dominated by the tonnages that flow over the terminal of the North Carolina State Ports Authority.

There is an old formula often quoted in these pages which has been devised by ports authorities everywhere to estimate the value of the terminal to the hinterland.

In North Carolina this formula begins to spell out like this: one million tons handled at both ports now return \$15,000,000.00, which is the average of \$15.00 per ton, according to this Philadelphia formula. This 15 million dollars annually is generated into the economy of the state. The estimated tonnage by the close of the year 1968, 2 million tons annually, multiplied by \$12.00, because of the various factors which will lower the average return, equals 24 million dollars as the annual flow into the economy generated by the two port terminals.





Large group sees return of Ram Neuse replica—center: Sawyer, Rowland, Jackson, Pedersen

## RAM NEUSE Returns Home

### EXTRACT OF LOG . . .

Since "RAM NEUSE" left Morehead City January 2nd 1967 by the Norwegian motor vessel "TOREADOR" for a world around trip, she has traveled 31,875 nautical miles and called at the following 24 ports. Wilmington, N. C. January 5th, and through the Panama Canal January 9th, San Francisco January 19th and across the Pacific Ocean to Manila, Philippines February 7th, Hong Kong February 12th, Bangkok, Thailand February 25th, Singapore March 6th, Cebu, Philippines March 12th, Manila March 14th, Hong Kong March 16th, Kobe, Japan March 21st, Nagoya March 23rd, Shimizu March 24th, Yokohama March 27th where from she again crossed the Pacific Ocean to Los Angeles April 8th and through the Panama Canal and called at Cristobal April 17th, New York April 24th, Boston April 27th, Sant John NB. Canada May 1st, Wilmington Delaware May 3rd, Philadelphia May 4th, Baltimore May 6th, Philadelphia May 9th, New York May 12th, Newport News May 14th and arrived at Wilmington, N. C. May 15th, which is the end of voyage of the good ship "RAM NEUSE." Wilmington, N. C., May 15th, 1967.

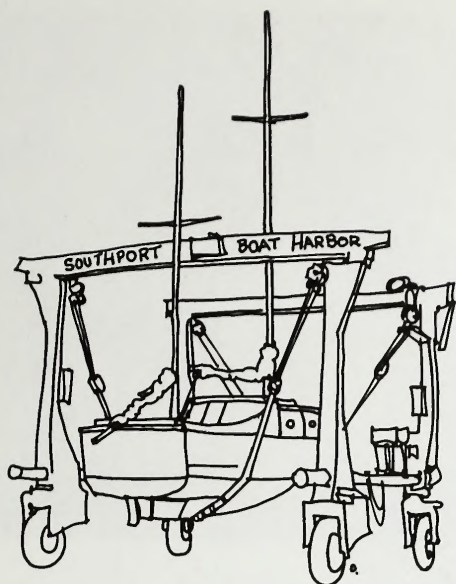
J. Winther Pedersen  
Master of M/V "TOREADOR"



l. to r. W. H. Rowland, Kinston, Captain Pedersen, H. C. Jackson, Director Traffic SPA

PLAQUE INSCRIPTION  
C. S. S. NEUSE RELICS  
FROM  
AMERICAN CIVIL WAR RAM SHIP  
SUNK 1865—RECOVERED 1963  
PRESENTED TO  
CAPT. J. WINTER PEDERSEN  
FOR PUBLICIZING  
RAM NEUSE AROUND WORLD  
MAY 14, 1967  
AWARDED BY LENOIR COUNTY  
CONFEDERATE CENTENNIAL COMMITTEE  
KINSTON, NORTH CAROLINA  
U. S. A.





# Southport GROWS

Included in the budget of Appropriations approved by the General Assembly was \$150,000.00 for the construction of covered slips at the Ports Authority's Southport Boat Harbor.

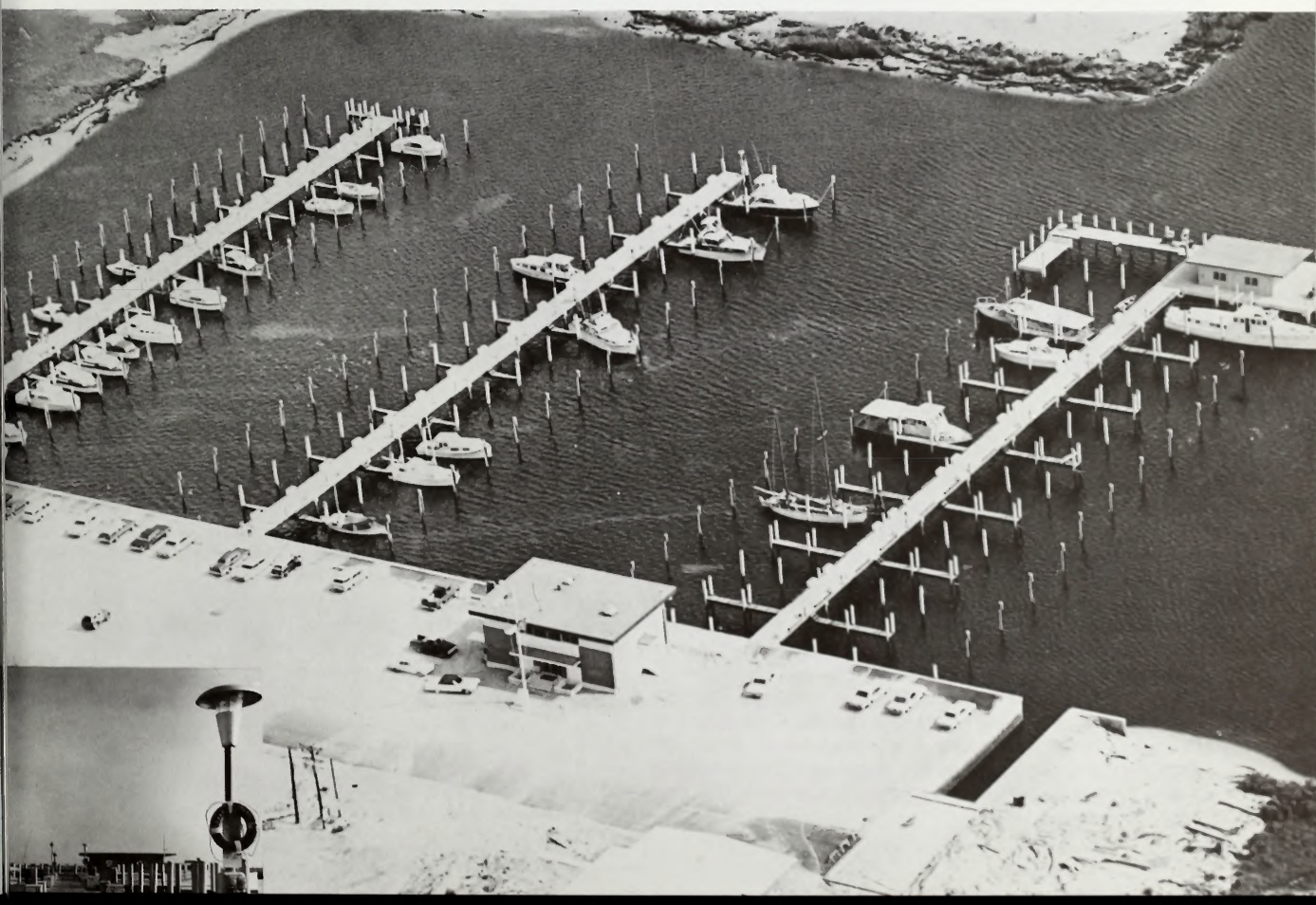
Most people familiar with the coastline of North Carolina are familiar with Southport. Located at the estuary of the Cape Fear River, on the inland waterway, Southport has one of the deepest natural harbors on the Atlantic Seaboard. However, for many many years it has been isolated, except for the paving of highways in the course of progress. The railroad comes within about seven miles of the historical village.

Back in 1959 the people of North Carolina passed a bond issue, giving a mandate to the North Carolina State Ports Authority to construct some kind of harbor facility.

In 1965 the Southport Boat Harbor was dedicated. Operated by the Ports Authority principally as a pleasure craft marina, it still contains possibilities as a small commercial craft harbor.

The Coast Guard is now a permanent resident, but there was an indication almost immediately; that to attract large craft for permanent storage, covered slips were needed. The covered slips appropriated for by the General Assembly were not requested in the budget by the Ports Authority when it prepared its long range needs to the Advisory Budget Commission.

When the contracts are awarded and construction is completed on these covered slips it will represent an investment of \$650,000.00 by the State of North Carolina in a marine facility at the picturesque historical community of Southport in Brunswick County.



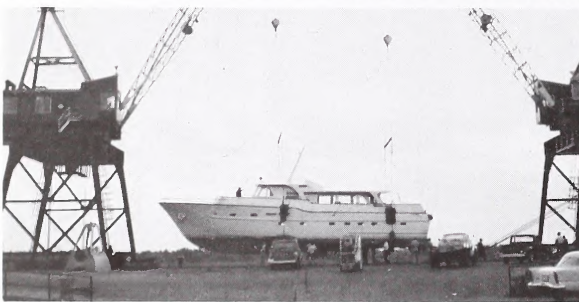




## Mona Lisa Comes Ashore

Yacht "Mona Lisa"—70' long, 17' beam, 4' draft, weight 25 tons; Built—Gustafsson & Anderson Varvs A.B., Stockholm, Sweden; Hull—all aluminum except for trim.

Delivered at Stockholm, piloted to Hamburg, Germany, where it was loaded aboard the U.S. Lines S/S AMERICAN LEADER, via a 200 ton floating crane, for discharge at North Carolina State Ports Authority Terminal, Wilmington, N. C. via our two 45-ton gantry cranes. The yacht was gently lifted out of its cradle aboard the AMERICAN LEADER; "walked" up the dock and lowered into the Cape Fear River at 7 p.m. on May 9, 1967. Two days later the "Mona Lisa" departed "in bond" down the inland waterway for final U.S. Customs entry at Fort Lauderdale, Florida. The "Mona Lisa" is owned by Edward J. Capuano, 168 Stevens Street, Fall River, Mass., which was also the home port painted on her transom.



### From The Mail Basket

We note in the Spring, 1967 edition the article on page 10 concerning a shipment of West Coast lumber brought into the State Ports Terminal at Wilmington, North Carolina, by the McCoy Industries. This particular article was of great interest to us because we were directly involved with the first shipment of West Coast lumber brought into the Port's Authority Terminal at Wilmington for distribution in the State of North Carolina. This shipment of Douglas Fir and Hemlock contained 2,541,000 board feet and arrived at the State Ports Terminal in December, 1953. Unloading was completed in three (3) days, and the first shipments began leaving the State Ports Terminal for points in North Carolina the first week in January, 1954.

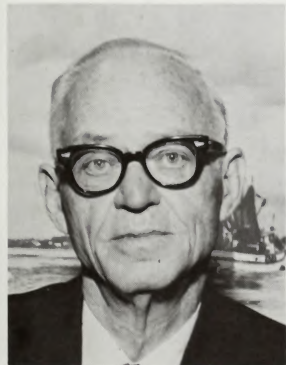
This shipment was brought to Wilmington by the Tabor City Lumber Company of Tabor City, North Carolina, (Mr. Ernest Sanders, President), and created quite a bit of excitement in Eastern North Carolina due to the fact that very small amounts of West Coast lumber had been used in the eastern part of the state up until that time. This first shipment into the port in 1953 was largely responsible for the growth in usage of West Coast lumber to the degree that it is being used today. It also created quite a bit of excitement in the State Ports Terminal because it was the largest shipment of lumber of its kind and new methods of handling and storing had to be developed to take care of this quantity of lumber.





*The 50-foot Hatteras Yacht being loaded aboard Hamburg-America Line Vessel Nuernberg, North Carolina State Ports Authority, Morehead City, North Carolina.*

*This yacht destined for West Germany.*



## **WITN TV, Washington, N. C.**

### **"The high and the mighty"**

Would you believe "Waldemar Eros" Debnam? Well, if you did you'd be right.

Mr. Debnam, who is referred to by his colleagues as the Dean of Newscasters in North Carolina, presents his program "COMMENT" Monday through Friday, 6:15 P.M. and 11:20 P.M., a WITN-TV editorial sometimes terse, sometimes critical and sometimes emotional but always of intense interest and thought provoking.

Deb was born in Wake County, North Carolina, and grew up in Snow Hill where his father, the late J. E. Debnam, was founder of THE STANDARD LACONIC, a weekly newspaper. Debnam's news career started at the age of 17. He is now 68. He is the author of the book "Weep No More, My Lady" which he wrote in answer to a criticism of the South by the late Mrs. Eleanor Roosevelt in 1950. The book sold over 225,000 copies and is still going strong. So is "Waldemar Eros" Debnam.



# DOWN THE HISTORYLAND TRAIL

*Written by Elizabeth W. Wilborn,  
member of the Staff of the State  
Department of Archives and His-  
tory.*

## STRANGE CARGO—NORTH CAROLINA'S UNUSUAL TWINS

"Captain Allan . . . offered to call a large ship he was then building 'The African Twins' and give our party a free passage to Liverpool. . . . I decided to go with Captain Graham . . . and on the 25th day of July 1855 . . . we arrived at Liverpool." Thus W. J. L. Miller wrote of his experience with the "Two-headed Nightingale," as he called Mille-Christine, "Siamese" twins born in Columbus County, North Carolina, in 1851. This was forty years after Eng and Chang, the "original" Siamese twins, were born in Bangkok. The Bunkers, as the male twins were now known, had already become adopted North Carolinians and settled in Surry County where they had married the Yates (Yeats) sisters in 1843.

Each pair of twins, male and female, traveled over the world in many ships before they finally retired. Their playbills frequently stated the "recent arrival" of the twins in one vessel or another, or with this or that captain. In the manner of the day, these playbills were elaborate exaggerations, often to the point of lying. One stated that Mille-Christine was born in Africa.

The Siamese twins were joined by a flexible growth at the breastbone; the African twins were joined at the spine. The male twins became much wealthier, but were a great deal less compatible than the girls, who lived so harmoniously that they referred to themselves as "I" instead of "we." Often Eng and Chang quarreled violently; once they begged a physician to separate them, even if death should occur.

Named Milley and Christina by their parents, Jacob and Monimia

McCoy, the girls were sold by their owner, Jabe McCoy, before their first birthday for \$1,000 and 25 per cent of the exhibition proceeds. *The New York Times* reported in 1912, when Mille-Christine died, that the sale price had been \$40,000.

The life of the little Negro twins, as well as that of Eng and Chang, proved indeed that truth is stranger than fiction. Before her tenth

birthday Mille-Christine had twice been abducted. Examined by surgeons and physicians, who often had to take the stage to help prevent injury to the girls, Mille-Christine was declared to be beyond doubt the "most interesting and extraordinary . . . departure from the ordinary human structure." The girls had four feet and legs but could walk on two; when the hand of one was touched the other did not feel the touch—the opposite was true when the foot of either was touched.

The girls were intelligent, learning to speak two or three foreign languages, and were talented musically. More than once the gentle girls received the royal command of Queen Victoria, who presented them with personal gifts when they sang for her.

Eng and Chang became very wealthy owning two fine residences, living an equal length of time with each of their wives. They also owned slaves and had large land-





holdings. After the Civil War the Siamese twins returned to the exhibition circuit under P. T. Barnum to recoup their fortunes and perhaps to get away from their more than twenty children.

On shipboard, returning from Liverpool to America in 1870, Chang suffered a stroke which partially paralyzed him. His health continued to decline and in 1874 Chang died. Within a short length of time Eng, who told his wife that he was dying, died also. When their physician arrived it was too late to consider separating the twins—a subject often discussed during their lifetime. Even in death they remained a curiosity; a commission was formed to perform an autopsy on them. The bodies were shipped from Mt. Airy to Philadelphia. Diagnosis was that Chang had died from a cerebral clot and perhaps congestive heart failure with pulmonary edema. One doctor felt that Eng had died from fright! The twins were finally bu-

ried in a country churchyard near Mt. Airy.

Mille-Christine retired to Columbus County where she, her parents, and her fourteen brothers and sisters had once lived. There Mille-Christine continued to receive visitors and became noted for her generosity. When the ten-room house containing their many souvenirs and treasures burned in 1909, a six-room cottage was built. It was here in 1912 that Mille, who had been suffering from tuberculosis, died. Christine was immediately aware of this fact and seventeen hours later she joined her beloved sister in death.

No longer the target of skeptics and at long last safe from the eyes of the curious, Mille-Christine was buried in the swampy land of Columbus County.

The strange cargo had reached a safe haven. Scattered and broken is the tombstone which read: "A soul with two thoughts. Two hearts that beat as one."



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**Wilmington, North Carolina**



## Wilmington-CTI-Heide Co, Inc.

Products ranging from auto parts to a huge potash plant, from pipe-making machinery to cartons of insecticide, from a high school chemistry laboratory to household goods are moving to overseas destinations faster, in better condition, and at lower cost—thanks to the skill and experience of Container Transport International Inc.

From headquarters at 17 State St., New York 10004, where its officers see freighters, tankers, and liners steaming proudly in and out of New York harbor, CTI directs the movement of nearly 12,000 containers. Its personnel in 17 branches and its agents in 600 other cities give the company a worldwide network dedicated to expediting the international shipment of cargo.





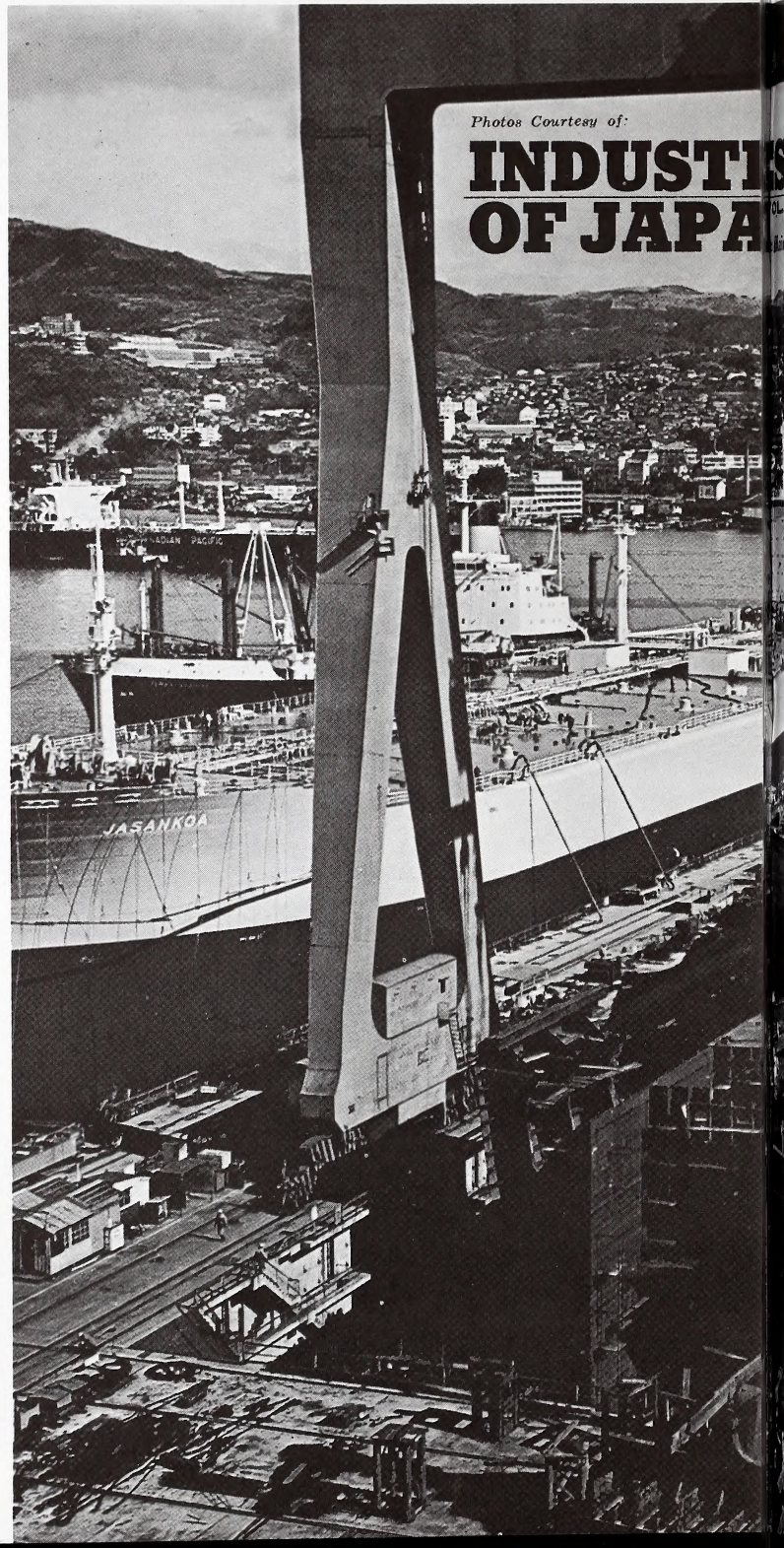
# CHANGES IN TARHEE

## GIANT SHIPS BECOME A REALITY

Port planning for the future is going to be radically changed by the tremendous ships that are beginning to catch on.

The Japanese have just launched a 210 thousand ton tanker, capable of carrying liquid or dry cargo. This monster will draw about fifty-one feet when fully loaded. She is over one thousand feet long. Her beam is about  $2\frac{1}{2}$  times that of the ordinary vessel and her draft about twice the fully loaded draft of a ten thousand ton merchant ship.

To give North Carolinians a chance to compare, the USS North Carolina, now anchored at a permanent berth in Wilmington, is a fifty-five thousand ton vessel. The average depth of ports everywhere now is around thirty to forty feet. The construction of these giants, therefore, indicates but two alternatives to port planners—deepen your harbor, enlarge your wharf to take care of the giant—or do without them. The harbor at Amsterdam has recently undergone major changes, allowing for the entrance into harbor of eighty thousand ton vessels.





# L TRANSPORTATION



OL. 10-1967  
Mainichi Daily News

The State Ports have been a fast growing part of the transportation picture in North Carolina.

The early development story of the ports is wrapped up in local politics, but this has given way to a statewide concept and wide support from all parts of the business community.

The principal boosters of the ports in recent years have been those Governors and their administrations who were business oriented from the piedmont. The only two exceptions to this long line are former Governor Sanford, who came from a sandhill county in the Cape Fear Country on the edge of the piedmont, and Governor Dan Moore, who is from the far west-end part of the state.

When we say, "the history of the ports has political overtones" we, of course, refer to early promotion and financing, which stem from the General Assembly. Whether these overtones are there or not, a great record has been compiled in recent years of commerce flowing through the North Carolina State Port Terminals at Wilmington and Morehead City. This has affected the total economic picture of North Carolina.

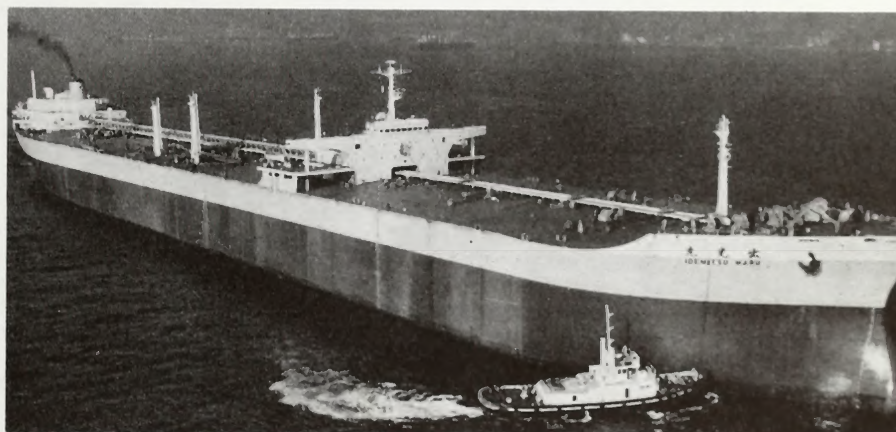
For example: right after World War II, during the administration of Governor Gregg Cherry, a great interest developed to build general

cargo and freight handling port terminals at the seat of historical ports of colonial days.

One of these sites is Morehead City, located just across the estuary of the Newport River from old Port Beaufort. The other was an old shipyard site on the bank of the Cape Fear River, upstream a few miles from the site of Port Brunswick, of colonial days. In 1945, the Ports Authority, as we know it today, was created.

In 1949 a piedmont Governor, Kerr Scott, of Alamance County, reminded the General Assembly that the ports were dying on the vine for lack of support. The General Assembly that year, 1949, responded with a 7½ million dollar General Obligation Bond Issue, appropriated by the General Assembly without a vote of the people. This is not unusual, but at the time the General Assembly very wisely, since it was going to take this giant step in financing the port terminals, decided that it would put enough checks and balances into the physical operation of the ports, that the Ports Authority itself must always be careful to report back to the Governor and the Council of State in all matters pertaining to the expenditure of capital improvement funds.

What appeared then to be sort of a handicap to progress turned out

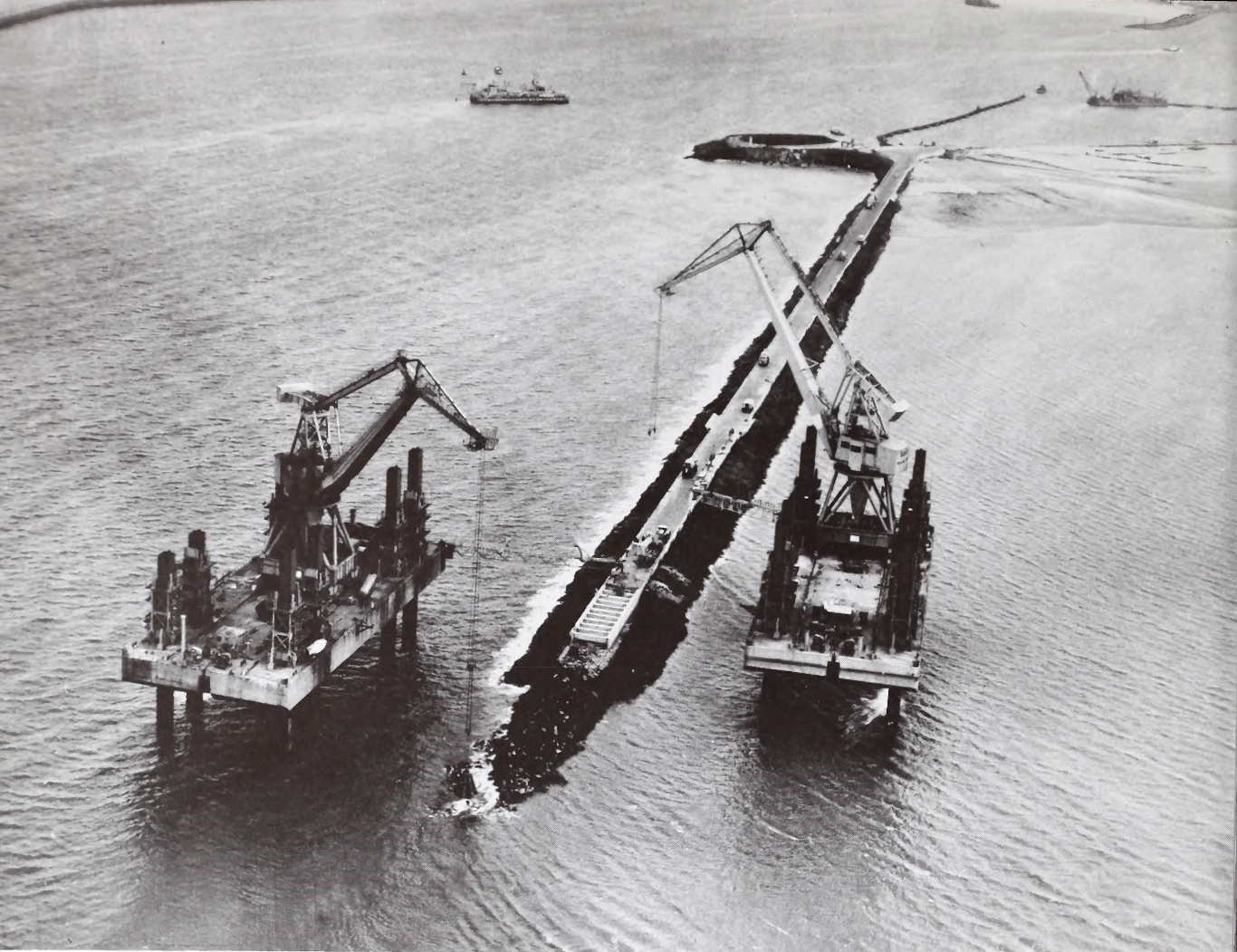


Giant 210,000 ton ship Idemitsu Maru.

The Mainichi Daily News

Note size of Jasankoa 87,000 tons compared to ordinary merchantman in background.





For the first time anywhere, specially-built crane platforms like those used for offshore oil drilling were utilized in constructing dams and piers in the course of Amsterdam's harbor improvement programs. Crane at left placed basalt blocks in position while the crane at right placed revetment of stone asphalt and positioned concrete crown elements. Resting on massive floating pontoons supported by eight retractable legs about 164 ft. high, each crane had a 25-ton hoisting capacity.

to be the very thing that was needed to stimulate an interest in certain financial circles in these port terminals. An interest that has been most rewarding and most necessary to the remarkable growth.

When the terminals were dedicated in 1952, Governor Scott appointed to the Board of the Authority, as Secretary and Treasurer, a young man who had become associated with him in political affairs. The young man was destined to become the Governor of North Carolina—his name was Terry Sanford. During the term of former Governor Luther Hodges, who, incidentally, was from the piedmont also (one of the northern piedmont counties), the indicated interest in ocean shipping was a

part and parcel of the policy Hodges immediately assumed in relationship to industrial expansion.

It was during these years that the State Ports really came of age. Local arguments and disagreements began to fade; the arrival of the young administration of Sanford and the support that he received from the banking interests, particularly in the piedmont, propelled the State Ports into the total industrial development picture simultaneously with the efforts exerted by President Kennedy and the Secretary of Commerce, Luther Hodges, on the total world trade picture of the United States.

To sum up briefly, during the period from the dedication of the port terminals in 1952 to the present day, the world trade of North

Carolina has increased two and one-half times, and at the same time the tonnage of the North Carolina State Port Terminals, which was zero in 1951, amounted to over one million tons of various cargoes and commodities in 1966. The income from handling this tonnage at the docks and in the warehouses was over two million dollars, and the number of ships handled rose to eight hundred twenty-nine at the two port terminals, compared to a first year's handling of sixteen vessels.

Now what has this all meant to the transportation picture in North Carolina? Well, traditionally North Carolina is served by four principal railroads: The Southern Railway System, which today terminates at Morehead City over the track of



the A&EC; the Norfolk & Southern, which has for many years connected northeastern North Carolina and the harbor at Hampton Roads with the central piedmont; the Atlantic Coast Line, formerly home based at Wilmington, and the Seaboard. With exception of the Norfolk & Southern, the general routing of these railroad systems is north and south. On the creation of the port terminal at Morehead City during the administration of Governor Hodges, efforts were made to terminate one of these principal railways at Morehead City. The logical one, of course, turned out to be the Southern, whose tracks ran into Goldsboro, not too far distant. A lease was made between the A&EC Railroad and the Southern.

The logical way to create a flow of traffic east-west in North Carolina had long been sought. There were several schools of thought on the matter. The lack of industrialization in the east created no demand for railroads to move in an east-west direction except on spur lines.

Meanwhile, prior to World War II, and immediately following World War II, North Carolina had become the capitol of motor carrier transportation in the eastern United States. It is said that there are more regularly scheduled motor carrier units home based in Charlotte and the surrounding area than anywhere else in the United States. The result has been that with the growth of the State Port Terminals and the efforts of shipping companies and related enterprises, there has been a marked increase in east-west transportation demands by the business community. For example: in 1960 about 7,000 motor carrier units and 3,000 rail cars entered or left the two state port terminals with cargo. The 1966 record shows that over 25,000 motor carrier units and over 8,000 rail cars loaded or unloaded cargo at the two state port terminals. During this period the world trade *increase* in North Carolina was a whopping 350 million and the *total* world trade picture in North Carolina reached over a *billion dollars*. About 80%

of all the shippers who use the state port terminals profitably are from the piedmont section, which has been mentioned numerous times in this article.

This piedmont section is highlighted because it is the area of the state that was developed primarily industrially prior to and immediately following World War I.

Needless to say, there is a school of thought that believes the remarkable industrial growth of the piedmont was due to early transportation arteries. This idea is over-simplified by the expression that "transportation is the key to progress."

With so much stress being put in these years of transportation and progress, while industrializing total development of North Carolina, it follows, therefore, that this progress will tie to an east-west transportation system.

Highway builders are very conscious now of the fact that when the interstate highway transportation system was plotted and planned in 1950 through 1954 it continued to follow the traditional routes north and south. For example: I-85 and I-95.

However, to the north we find the interstate system runs east and west from Hampton Roads Ports to the midwest. To the south of us there has been completed recently an interstate spur that runs directly from Charleston and connects to the midwest. To rectify this situation, there are several highways in North Carolina that connect with the interstate system that are being brought up to four lanes. It is impossible to continue over the present right-of-ways and have limited access highways such as the interstates, but four-laning and control of future access, and particularly by-passes around tons and hamlets, will greatly facilitate the N. C. transportation picture.

One other thing that has happened to the transportation picture that has direct bearing on the growth of the ports and vice versa is the industrialization of the area in the river valleys, particularly in the Cape Fear Valley and between Wilmington and Fayetteville; the

Pamlico River Valley near Washington, North Carolina; the Neuse Valley between New Bern and Goldsboro and then, of course, in the immediate areas of the two port terminals at Wilmington and Morehead City. Some have said that over two hundred million dollars in capital investment has been made by private enterprise in the Wilmington area since the departure of the ACL's Home Office in the 1950's.

In the Morehead City area, just for example, have been two large investments — one by a foreign corporation directly tied up with ocean shipping, and the recent announcement of a phosphate handling facility to be built adjacent to the North Carolina port terminal, which will handle some three million tons of cargo, conceivably by 1970.

At the recent Seminar on Transportation Development held by N. C. State University at Raleigh, the President of the American Waterways Association said that "Ninety-seven industries last month purchased property adjacent to the inland waterways or ocean shipping lanes."

In closing, we point out the fact that through the foresight of many people in the late 1940's and early 1950's the North Carolina State Ports were ready when the tremendous emphasis of world trade began to effect the industries of North Carolina. Still overloaded, still needing capital improvements in the way of warehouses and transit sheds and gantry cranes, the North Carolina State Ports have tried to keep abreast of this ever increasing transportation load.

Perhaps we have been successful, at least somewhat. 1,000,000 tons of cargo came our way in 1966, bringing \$2,000,000.00 in income and generating at least 12 to 15 million dollars into the economy of our hinterland.

By 1970 these figures should rise to 2,000,000 tons—\$4,000,000.00 in income, and \$24,000,000.00 into the annual economy of North Carolina.





## CONTAINERS-MOREHEAD CITY

The steamship industry has experienced a revolution in the handling of cargo with the advent cargo containers.

Joint service of Hamburg-American/North German Lloyd Lines (Hapag/Lloyd) has been serving Morehead City for the past 14 years and they have extended this service to include containerized cargo to and from the Northern Europe.

Last year containers began moving through Morehead City via these lines. Through use of containers, shippers are able to receive benefit of 10% reduction in ocean on house-to-house shipments and a 5% reduction on pier-to-house or house-to-pier movements. Most shippers are aware of the many other advantages of shipping cargo in sea-containers—the savings in export packaging, the minimizing of pilferage and damage, etc.

Vessels calling at Morehead City for the Hapag/Lloyd joint service have been repitted to facilitate the handling of containers including current changes in ships' gear, where necessary, to handle at Morehead City 40 ft. containers with maximum weight. Local agents also maintain a pool of empty containers and related running gear for transporting containers to the shipper's door. Containers are available in a variety of sizes, from 5 cubic meters to the 40 ft. length.

Tariffs on file with the Federal Maritime Commission govern the movement of containers. Container rules and regulations covering Morehead City are patterned after the North Atlantic ports. This announcement came from North Carolina Shipping Co., agents for Hapag/Lloyd vessels.



Containers on dock ready to board.



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Traffic Manager

L. M. WALLACE  
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WADE H. PIERCE  
Manager—Import Dept.

JESSE C. JACOBS  
Asst. Mgr.—Import Dept.

### *Wilmington Shipping Company*



F.M.C. No. 469

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STEVEDORES—CUSTOMHOUSE BROKERS

North Carolina Maritime Building

N. C. State Docks  
Wilmington, North Carolina

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Phone 763-7333

Cable Address  
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TWX NO. 510 937-0311

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P. O. Box 27086  
Charlotte, N. C. 28208 Morehead City, N. C.



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Specialists in Handling Tobacco

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with

NEW FAST VESSELS

### BARBER STEAMSHIP LINES, INC.

GENERAL AGENTS

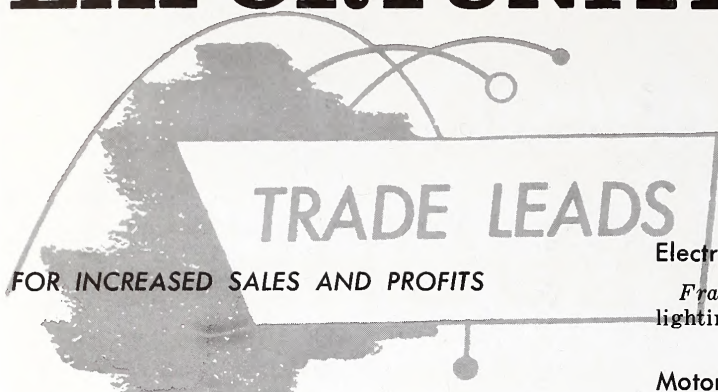
New York—17 Battery Place  
Cleveland—Tri-Coast Shipping Co., Illuminating Bldg.  
Chicago—Tri-Coast Shipping Co., 333 N. Michigan Ave.  
Detroit—Tri-Coast Shipping Co., P. O. Box No. 6334



Agent: Morehead City and Wilmington, N. C.  
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### Motor Vehicles, Motor Vehicle Equipment

*Colombia*—Motor vehicle equipment.

### Shipbuilding, Repairing

*Luxembourg*—Small pleasure boats.

### Instruments For Measuring, Controlling, Indicating Physical Characteristics

*Thailand*—Air conditioning and refrigeration automatic controls.

### Photographic Equipment

*France*—Photocopying machines.

### Engineering, Laboratory, Scientific, Research Instruments

*France*—Aircraft flight instruments; altimeters, compasses, automatic flight control systems, airspeed and mach indicators, turn and bank indicators, gyro instruments, automatic pilots, periscope sextants.

### Toys, Amusement, Sporting Goods

*Luxembourg*—Toys, amusement, sporting, athletic goods.

### Logging Camps, Logging Contractors

*France*—Hickory logs, veneer quality.

### Household Furniture

*Luxembourg*—Household furniture, camping equipment.

### Converted Paper, Paperboard Products

*Austria*—All types of paper products used in catering, hotel trade; including paper table cloth, paper bed cloth, disposable plates, trays, cups.

### Broad Woven Fabric Mills, Cotton

*France*—Cotton upholstery fabrics.

### Broad Woven Fabric Mills, Wool

*France*—Upholstery fabrics, wool.

### Floor Covering Mills, Products

*France*—Tufted carpets, woven textile fiber carpets.

### Men's, Youths', Boys' Furnishings, Work Clothing

*France*—Sport shirts; men's sport trousers.

### Tires, Tubes

*Netherlands*—Automotive tires, inner tubes.

### Farm Machinery

*Colombia*—Agricultural machinery, spare parts for same.

### Construction, Mining, Materials Handling Machinery, Equipment

*Colombia*—Construction machinery, equipment.

### Special Industry Machinery

*France*—Machinery for textile industries.

*Trinidad, W. I.*—Woodworking machinery for manufacturing toys.

### General Industrial Machinery

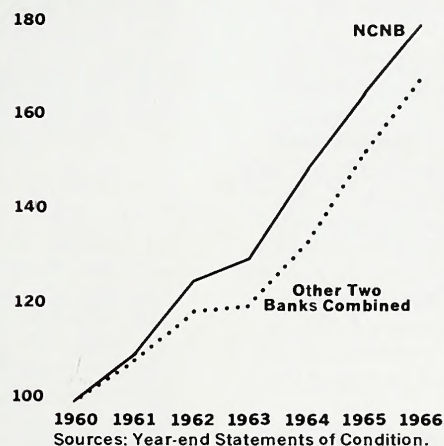
*France*—Power transmission chains.



# A bank doesn't grow this fast by minding its own business.

## Growth of Resources Through Merger and De Novo Expansion of Southeast's Three Largest Banks

1960 through 1966  
Growth in Resources (1960 = 100)



It grows this fast by helping other people with their business. And that's exactly what we do at NCNB. We've developed a full range of consumer services, including a variety of checking, savings, trust and loan programs. Recently, we went beyond conventional bank services with NCNB BankAmericard, the state's fastest-growing credit card plan. And we've made all these services available at 75 offices in 15 North Carolina cities.

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serve business interests throughout the country.

And we don't stop there. Our International Department, backed by total resources of \$949 million and capital funds over \$60 million, serves importers and exporters through letters of credit, acceptance financing, foreign collections and exchange and remittance of funds.

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FRIEDERICHS

## STATE PORT TERMINAL WILMINGTON

*W. H. Friederichs, Operations Manager*

**WAREHOUSES:** Storage warehouses of 400,000 square feet with sprinkler and deluge systems. Bonded warehouse space available. Additional 100,000 square foot warehouse ready for occupancy July 1967.

**CUSTOMS APPRAISAL:** Customs Appraisal Service provided in modern appraiser warehouse at docks.

**BULK LIQUID PIER:** Designed for large tankers; depth of 34 feet at mean low water (being deepened to 38 feet), and supported by tank farm.

**TRANSIT SHEDS:** Transit sheds with 506,000 square feet, constructed of steel, concrete and masonry with sprinkler and deluge systems.

**CARGO SHELTER:** One cargo storage building, open ends, 175,000 square feet, constructed of concrete and steel. Rail and truck access, overhead bridge crane equipped.

**OPEN STORAGE:** Thirteen acres paved open storage, accessible by rail or truck.

**SCALES:** One complete weighing station, handling both truck and rail cars. Certified weightmasters on 24-hour duty.

**TRACKAGE:** Double marginal tracks with cross-overs, full length of wharf apron. Depressed tracks at rear of transit sheds and warehouses, entire length. Storage yard for 370 freight cars.

**WHARF:** Constructed of concrete and steel, the wharf is 3,695 feet long with a 50-foot apron. Capacity—seven 500-foot vessels simultaneously. Channel and turning basin depth—34 feet at mean low water (being deepened to 38 feet).

**HEAVY EQUIPMENT:** Two 45-ton gantry cranes used single or in tandem and equipped for 80-inch magnets and 2 and 6-yard bucket operation. One 35-ton locomotive crane. Four Diesel switching locomotives.

**CARGO HANDLING EQUIPMENT:** Fork lifts of various sizes and accessories such as cotton clamps, etc. Light and heavy tractors and trailers and 5-ton mobile crane. Facilities for full palletization of cargoes.

**LOADING AND UNLOADING:** Rail and truck docks for loading and unloading at transit sheds and warehouses; ramps for easy access into sheds and warehouses.

**FUMIGATION:** Modern steel and concrete fumigation plant with two vacuum chambers.

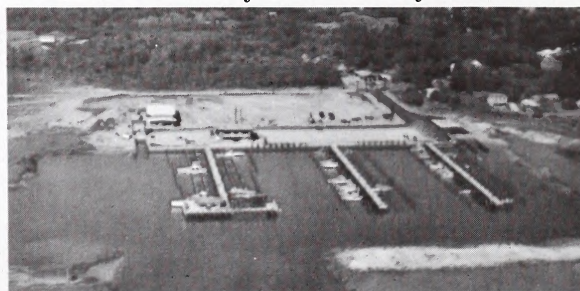
**SERVICES:** Served by Atlantic Coast Line Railroad and Seaboard Air Line Railroad Companies and numerous highway motor carriers.

**SHIP-SIDE INDUSTRIAL SITES AVAILABLE.**

**SECURITY:** Security force on duty at all times.

## SOUTHPORT NORTH CAROLINA ON INTRACOASTAL WATERWAY BOAT HARBOR

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In a Picturesque & Historical Town



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Area 919-457-2621





McNEILL



## STATE PORT TERMINAL MOREHEAD CITY

*Charles McNeill, Operations Manager*

**WHARF:** Constructed of concrete and steel, the wharf is 3,625 feet long with a 34-foot apron. It is capable of berthing six 500-ton cargo ships and one petroleum tanker, with a depth of 35 feet at mean low water.

**TRANSIT SHEDS:** Three transit sheds of 220,000 square feet. Two constructed of steel, concrete and masonry and one of metal. All with sprinkler and deluge systems.

**WAREHOUSES:** Seven storage warehouses, totaling 556,000 square feet, with sprinkler and deluge systems. Total 30 fire segregation sections.

**OPEN STORAGE:** Open storage area is available.

**SCALES:** Certified public truck scales available on terminal.

**TRACKAGE:** Double marginal tracks with cross-over, full length of wharf. Single depressed track full length of rear of transit sheds and warehouses. Southern Railway freight car storage yard adjacent to Port property.

**CARGO HANDLING EQUIPMENT:** Fork lifts

with detachable accessories such as barrel clamps, cotton clamps, pallets, etc. Facilities for full palletization cargoes. Tractors and trailers. Berths 6 and 7 are being constructed for gantry cranes.

**BULK FACILITY:** 3,000,000-ton annual capacity bulk facility for receipt, conveyance, storage and shipment of bulk cargoes is now under construction.

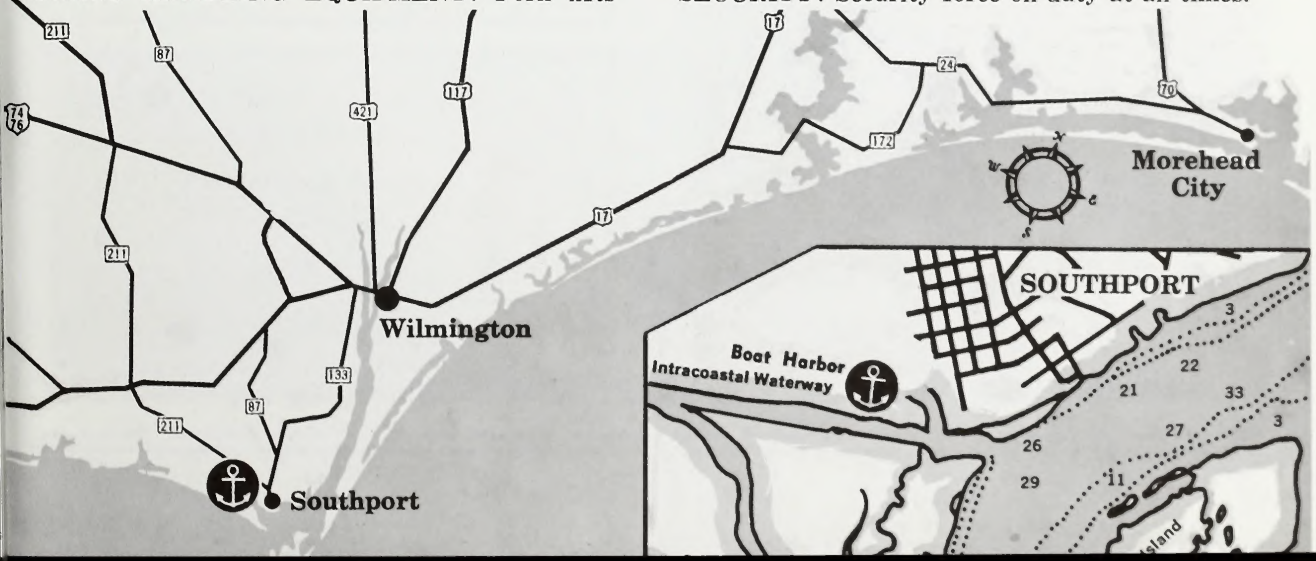
**LOADING AND UNLOADING:** Truck and rail docks for loading and unloading at transit sheds and warehouses; also easy access into transit sheds and warehouses.

**FUMIGATION:** Latest, largest and fastest vacuum Cyanide and Acritet Fumigation facilities. Two 9,000 cubic foot steel chambers, fully mechanized.

**SERVICES:** Served by the Southern-A&EC Railway System and the Beaufort-Morehead Railroad and numerous highway motor carriers.

**SHIP-SIDE INDUSTRIAL SITES AVAILABLE.**

**SECURITY:** Security force on duty at all times.







Vessel SS TITANIA, Barber West Africa Line, discharged 400 tons logs Friday, July 14, direct from ship to barge for delivery to Stilley Plywood Corp. located in Conway, S. C. The barges are to move via inland waterway to destination. The importer was the Atlantic Veneer Company, Beaufort, N. C. Steamship agent was Waters Shipping Company and stevedoring operation was performed by Wilmington Shipping Company.



#### CAROLINA NITROGEN STORAGE FACILITY.....COMPLETE AT STATE PORTS .....

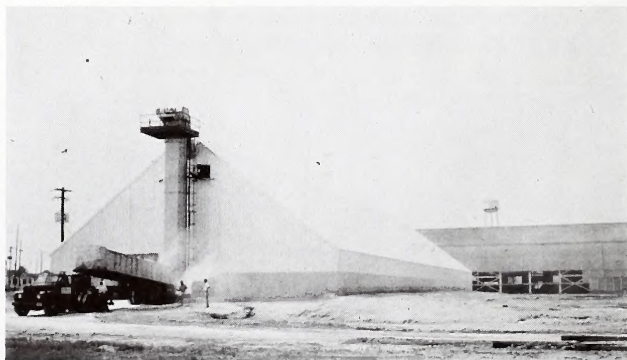
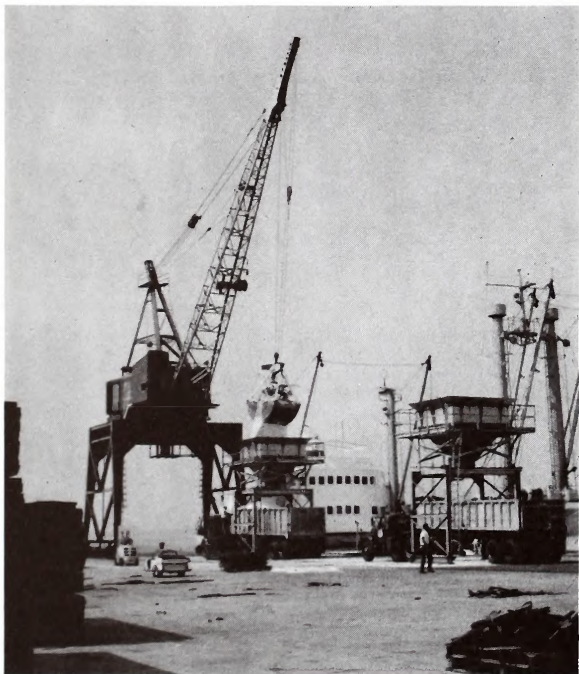
E. Harold Culp, Vice President of Carolina Nitrogen Corporation, announces the completion of a new urea bulk storage warehouse located at the N. C. State Ports in Wilmington.

The new 10,000 ton facility, constructed by the North Carolina State Ports Authority, will be leased to Carolina Nitrogen Corporation for its sole use in handling and distributing urea.

Urea, manufactured at W. R. Grace & Company's plant at Point Lisas, Trinidad, will be shipped to Wilmington and stored in the 26,000 square foot structure for distribution throughout the southeastern United States. When in full operation, the new warehouse will be capable of handling 35,000 to 50,000 tons of urea annually.

Prompted by the Company's need to store, bag and have a transport terminus for serving the southeastern market, the complex will have truck and rail facilities for shipping bulk and bag urea.

Culp says, "This improved facility will provide W. R. Grace & Co. with the most modern chemical bulk storage facilities for loading and bagging in the southeastern United States."



3,000 tons discharged by 45 ton gantry cranes into hoppers & trucked to storage. Discharged from MUSAUONETA Wilmington Shipping Co. agents & stevedores.



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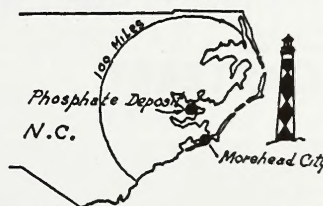
Phone 763-8494

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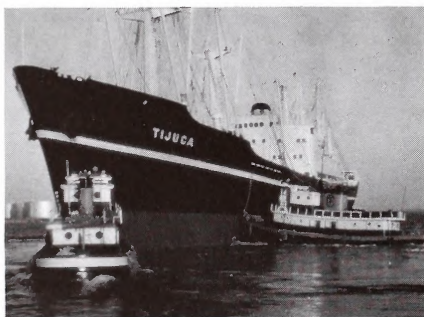
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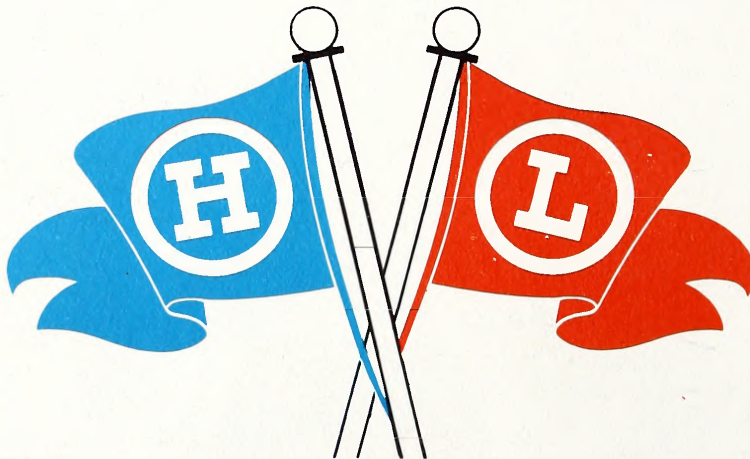
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North Carolina

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**STATE PORTS**

Fall, 1967

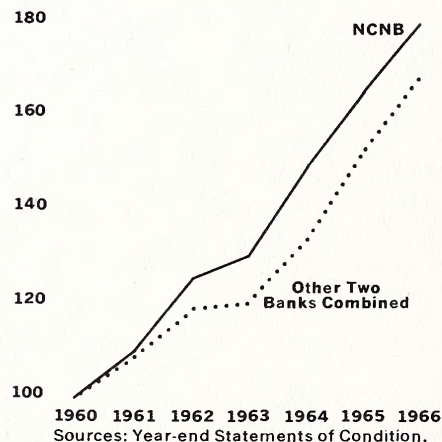




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1960 through 1966  
Growth in Resources (1960 = 100)



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And we don't stop there. Our International Department, backed by total resources of \$949 million and capital funds over \$60 million, serves importers and exporters through letters of credit, acceptance financing, foreign collections and exchange and remittance of funds.

So whether your business is next door at a branch bank or anywhere in the world, we can help you tend to it. Just ask the people who have helped us to get where we are today.

## North Carolina National Bank

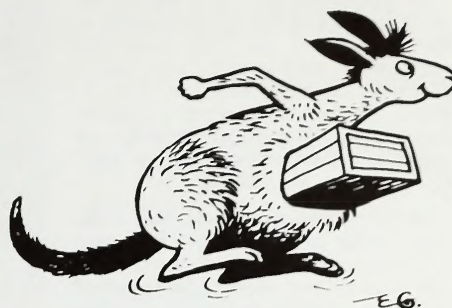
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**P. C. WEST**, Manager, Export Department

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P.O. Box 232. Tel: (919) 726-5080

**JACK TILLEY**, Manager

**KENNETH SKINNER**, Operations



## Three Live Governors

On the occasion of the visit of the U. S. Secretary of Transportation to North Carolina on July 25th, this very rare photograph was made. (Left to Right) Governor Dan K. Moore, U. S. Secretary of Transportation Alan S. Boyd, former Governor Terry Sanford and former Governor Luther H. Hodges.

Shortly after this photo was made Boyd spoke to a 300-plate Luncheon of transportation-minded North Carolinians. A few days later Sanford flew to Austria to teach for two months and Hodges resumed his role as the newly elected President of Rotary International, which will take him into fifty-two countries during the twelve months.

Governor Moore said farewell to his guests and continued to hold the N. C. Ship of State on a steady course.



MOORE

BOYD

SANFORD

HODGES

*On September 21st, Governor Moore announced the appointment of three Board Members to the North Carolina State Ports Authority.*



KIRKWOOD ADAMS



HOLLAND

PHARR

## Swearing in of New Members

*More details on new Authority members in next issue.*

### Kirkwood Adams

Sworn in previously in a private ceremony at home was Kirkwood Adams, Executive Vice-President of the Albemarle Paper Company operations in Roanoke Rapids. Mr. Adams formerly served on the Ports Authority from 1957 to 1961. He is married to the former Sarah Chaney. They have one son and two daughters.

### Lawrence R. Bowers

Sworn in that same day, in Raleigh, with Chairman E. N. Richards presiding and Judge Raymond Mallard administering the Oath of Office, was Lawrence R. Bowers of Whiteville. Bowers is a newcomer to the Ports Authority. He is the top executive officer of the Wacamaw Bank & Trust Company,

which has branches in southeastern North Carolina in eighteen communities. In the receiving line were: Richards, Mallard, Mr. and Mrs. Bowers and their son, Vinson.

### William Pharr

William J. Pharr of McAdenville was appointed for another six-year term, his six-year term having expired recently. He was first appointed to the Board of the Authority by Governor Terry Sanford in 1961. Pictured here is Pharr being sworn in by George C. Holland, Clerk of Court of Gaston County. In the receiving line immediately afterwards were Pharr, Mrs. W. J. Pharr; their daughter and son, Mr. and Mrs. Martin Carstarphen and a grandson, William Pharr Carstarphen.



BOWERS

MALLARD

RICHARDS



## AUTHORITY MEMBERS

E. N. RICHARDS, Raleigh, Chairman  
 KIRKWOOD ADAMS, Roanoke Rapids  
 L. R. BOWERS, Whiteville  
 W. B. GLENN, Greenville  
 LAMAR GUDGER, Asheville  
 WILLIAM PHARR, McAdenville  
 GEORGE PURVIS, Fayetteville, V.Chm.  
 T. H. ROSS, JR., Charlotte, Exec. Com.  
 I. L. WEATHERS, Shelby

## WILMINGTON OFFICE ADMINISTRATION

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• • • • •

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## MOREHEAD CITY OFFICE OPERATIONS

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CHARLES McNEILL, *Operations Manager*

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OFFICIAL PUBLICATION

*North Carolina*  
**STATE PORTS**



AUTUMN ISSUE, 1967, SPA MAGAZINE

VOL. 12, NO. 3

13

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*In this issue we present for the first time a continuing feature called, "Roaming the Seven Seas with Betty Casey." The feature is being written for us by Mrs. Casey of Greenville, North Carolina. Mrs. Casey has spent many years traveling, particularly in the orient and the south seas. This first feature is on Hong Kong. (See Pages 10 and 11).*

*We are also fortunate in this issue to have another "Special" about the Lower Cape Fear and the part the picturesque town of Southport plays. This article is by Mrs. L. Memory Covington of Whiteville, North Carolina. Mrs. Covington's uncle was for many years Captain of the Pilotage Association at Southport.*

**Photo Credits should be given to:** *Hugh Morton of Wilmington and Grandfather Mountain, Bob Simpson, Morehead City, Tom Lindtvit, Morehead City, North Carolina Motor Carriers, Babcock & Wilcox. Bill Hood*

## COVER STORY

Our front cover is a water color by Charles McNeill, showing the famous schooner Ramona lying in the bight of Cape Lookout. The Ramona will be remembered by sailors as world record holder for her class—from San Francisco to Hawaii.

This is one of Charles McNeill's better ones, and is an exclusive for the cover of the State Ports Magazine. On publication of this issue, the original drawing will be for sale.

McNeill is very versatile. He is Operations Manager for the Morehead City Terminal; graduated from Kingspoint, the U.S. Merchant Marine Academy, and at the same time is an artist reknowned for water colors.



For information about:

THE NORTH CAROLINA STATE PORTS write or call  
 L. C. Bruce, Editor & Publisher—State Ports Magazine,  
 P. O. Box 149, Raleigh—Published Quarterly. 919 829-3855





(l to r) Col. Beverly Snow, Kirkwood Adams, U. S. Senator Everette Jordan, F. H. Ross, Jr., E. N. Richards, Lamar Gudger, H. L. Weathers, William B. Glenn, U. S. Senator Sam Ervin, Jr., Congressman Basil Whitener, George Purvis, Congressmen Horace Kornegay, David Henderson, Alton Lennon, Walter Jones, Roy Taylor, Charles Jonas, L. H. Fountain.

## North Carolina Congressmen Visit North Carolina Ports

In September ten members of the N. C. Congressional Delegation with their wives converged on Wilmington from Washington, D. C. and several points in North Carolina.

At the same time, the members of the Ports Authority traveled to Wilmington to its headquarters for a public meeting of the Ports Authority, called the Annual Meeting. This Annual Meeting is held at the Wilmington headquarters of the Ports Authority at the North Carolina Maritime Building in the attractive board room each year.

Similar to any annual meeting of any corporation, the purposes of the meeting are to review the budget for the past year, approve the budget for the coming year, and elect the officers of the corporation for the coming year.

The Ports Authority considered itself very fortunate to be able to entertain both U. S. Senators—Sam J. Ervin, Jr. and B. Everett Jordan—as well as Congressmen from all Districts in North Carolina except the 9th, 4th and 5th. Two of these were detained in their District by previous commitments impossible to rearrange, and one of them was detained by

a sudden illness in his family just prior to departure time.

The purpose of the visit of these Congressmen, on this occasion, was to gather together the men from Washington, D. C. who represent all the people of North Carolina so they might see first hand the remarkable progress and expansion that is taking place at the port terminals.

In recent years the people of North Carolina have come to realize that the port terminal operations at Wilmington and Morehead City belong to the entire state.

For example: Take the 11th District. From the 11th, in the far western part of our state, comes cargo from three of the largest corporations using deepwater terminals. From points across the seas comes raw materials bound for textile industries near Asheville, and overseas to many countries goes export cargo and paper products from Pisgah and Canton.

Down in the 8th District, in the most populous county of North Carolina (Mecklenburg) is the site of at least one hundred firms who are in some way users of ocean shipping.

Nearby, in the present 10th District, is Gaston County, heartland of the textile industry and users of ocean freight facilities in great numbers.

It was with this in mind and the fact that modern advances in ship building demonstrate the need for deeper channels and harbors that brought the idea of presenting these needs to our Congressmen and Senators.

On these pages we record a pictorial account of this visit.





(top left) US Senator Sam Erwin, Jr. listens as Charles McNeill talks to Congressman David Henderson, 3rd District N. C. on board Hatteras Yacht in MHC harbor.

2nd row—left picture Mrs. H. L. Weathers, Congressman Roy Taylor, 11th Dist. N. C., U. S. Senators Jordan and Ervin, Congressmen Lennon, 7th Dist., L. H. Fountain, 2nd Dist., Horace Kornegay, 6th Dist., and David Henderson, 3rd Dist. move out of giant concrete warehouse for 106,000 tons storage of phosphates, now under construction.

3rd row left Congressman Taylor, 11th Dist., speaks to Mrs. Hugh Morton, Congressman Charles Jonas, Mrs. Jonas with Mrs. Taylor and Mrs. Lamar Gudger looking on.

top right—(l to r) Dale Miller, Washington, D.C., H. L. Weathers, Shelby, Captain Phillips, Hatteras Yacht Co. and Congressman Alton Lennon, 7th District, look over harbor at MHC.

2nd row right E. N. Richards, SPA Chairman, looks at U. S. Corps of Engineers dredge Gerig.

l. to r. (Center) Col. Snow, Congressmen Taylor, Fountain, Senators Ervin, Jordan, Congressmen Henderson, Kornegay.

l to r (right) Col. Beverly Snow talks to Senator Everette Jordan and his assistant Tom Swain.



At the Ports Authority annual meeting it was announced that the Ports Authority's advertising program had gained special recognition. Here is a copy of the letter:

VANCOUVER, Canada — North Carolina State Ports Authority won the trophy for general excellence in port advertising during the last year. Selection was made from among 22 entries received in the port advertising competition sponsored by the American Association of Port Authorities.

AAPA public relations committee also announced winners in the competition's three categories as follows:

Domestic port advertising—1, North Carolina State Ports Authority; 2, San Francisco Port Authority; 3, Port of New Orleans; 4, Port of Houston.

For a series—1, Port of San Francisco; 2, Delaware River Port Authority; 3, South Carolina

State; 4, Virginia State Ports Authority.

For international advertising—1, Virginia State; 2, Port of New York Authority; 3, Port of New Orleans.

North Carolina as overall winner becomes custodian for one year of the "Bear of Oakland" speaking tube trophy. Winners in each category received mounted barometers.

Judges were John B. Babcock, president, American Business Press; Charles M. Kinsolving, Jr., vice-president, market planning, bureau of advertising, American Newspaper Publishers Association; Robert E. Kenyon, Jr., executive vice-president, Magazine Publishers Association.

The J. T. Howard Agency of Raleigh handles the SPA advertising account. At bottom right is L. C. Bruce, Public Relations Director for the Ports Authority holding the trophies and standing between U.S. Senator B. Everett Jordan (left), and U.S. Senator Sam J. Ervin, Jr. who were also in attendance at the meeting. Sen. Ervin said on this occasion "All North Carolinians are indebted to the State Ports Authority whose efficient operation of our ports at Wilmington and Morehead City is enriching the economic life of our state."



Identifiable above are, Mrs. R. A. DeVane, Mrs. James W. Davis, Mrs. Charles Jonas, Mrs. R. G. Lloyd, R. A. DeVane, R. G. Lloyd, Mrs. George Purvis, William H. Glenn, Congressman Charles Jonas, George Purvis.



LENNON PHARR JONAS DAVIS WHITENER JONES RICHARDS



JORDAN

BRUCE

ERVIN



# South Port Pilots

## "Speak your vessel"



L. Memory Covington

Over 200 years ago, sea weary mariners from distant ports approached the Cape of Feare cautiously, dropped anchor, and reached for a spy glass to scan the Carolina coast. Passage into the river could be found through hidden beaches, streams and marshes near where early European adventurers had named the Frying Pan Shoals.

As in all ports, a pilot familiar with tidal currents, which run from the bar with great velocity toward the channel, must come aboard to guide the vessel to its harbor.

The wait was neither long nor dull. By sail and sweep, small boats navigated the ocean bar. Rival pilots on shore, keeping watch with telescopes, had spied a ship looming over the horizon. Each was eager to earn the lucrative fee awarded the first pilot to "speak the vessel."

From the river mouth between Baldhead Island and Old Fort Caswell, up 30 miles to the City of Wilmington, The Cape Fear River separates a narrow neck of land from the coast. Nor'easters have occasionally used this landfall as a stamping ground through the years, the shoals tend to shift, so frequently, directions need a pilot's care.

For a century and one half, man battled nature for control of these waters for commercial shipping. The very life of the early colonies depended on commerce and trade, so no more heroic and valuable services were performed by any 18th century Americans than those of the early Cape Fear pilots. There were few charts, river markings, no buoys or whistles to guide the ships. Depth was felt for with lead lines cast from the bow as the ship moved through the estuary of the river.

Before 1751, there was no legal

control over these pilots. A law enacted then placed them under a board of commissioners, restricted the number to seven or less, and set regulated fees. Later, another Act increased in number made provision for apprentices, and provided fees to be charged according to the draft of vessels.

"The New York Herald gave a daily schedule of ships to seek berth at Wilmington. Knots could be figured and arrival of mechanized vessels estimated, but sailing vessels often required three to four weeks' watch at a telescope. Rivalry to bring ships in, developed into keen competition."

Today, the Wilmington Cape Fear Pilotage Association is composed of nine competent navigators appointed by the Board of Navigation and Pilotage of Cape Fear Bar and River. Each pilot has qualified with a thorough knowledge of the channel, courses of the well charted river, distances and characteristics of the well lighted harbor, and is licensed by both the U.S. Coast Guard and State Board of Navigation.

From a watchtower by water's edge at Southport, a constant vigil is maintained to assist vessels needing pilotage through the famous waters of the Cape Fear. Two trim, seaworthy launches equipped with ship-to-shore radio telephones stand by in constant readiness to convey the pilots to meet incoming vessels, or bring him in when an outgoing ship has been piloted to deep waters.

Each pilot carries a walkie-talkie radio with an effective reach of 25 miles, by means of which safe rendezvous is arranged for ships to pass in the river. They have daily knowledge of local winds and currents, are able to tell by motion of the ship

where the safe and modern channel is. The vessel is actually steered by the ship's quartermaster or an able seaman, under direction of the Cape Fear pilot. In heavy mists and fogs, the radar screen will show unfamiliar objects and give warnings of possible trouble.

The most hazardous part of the pilot's job is boarding and debarking by means of a ladder slung over the ship's side. This can be dangerous in rough weather. On rare occasions, the open seas become too rough for the pilot to debark, and he is carried to the next port. He therefore must sometimes travel unexpectedly.

To meet and take a ship through the Cape Fear River and return to station requires about five hours. Watch is 24 hours per day, and the duty board changes roster every 48 hours so that pilots may share alike in calls. All fees are paid to their Association and divided equally among members of their organization after costs of operation are deducted.

The modern channel is 400 feet wide, now has a (mlw) depth of 34 feet being dredged to 38 feet. This dredging is almost complete. The depth at ocean bar will be 40 feet. An appropriation is being talked to dredge a modern anchorage. The present anchorage will not accommodate enough big ships, so they wait at the bar occasionally.

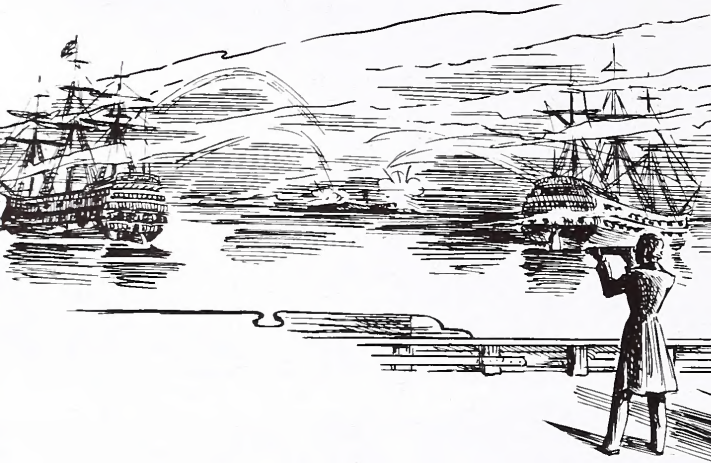
North Carolina's Cape Fear is the only river between the New York Hudson and the Georgia Savannah which empties directly into the Atlantic Ocean. Extending almost 200 miles into the heart of the state, it has made a great contribution to the economic growth of all North Carolina perhaps, than any other inland waterway in the borders of our state.



# DOWN THE HISTORYLAND TRAIL

by  
(Mrs.) Elizabeth W. Wilborn  
Staff Historian, Division of  
Historic Sites, State Department  
of Archives and History

## Wilmington - A Very Commercial City



In the year 1808 John O'Neill writing in *A New and Easy System of Geography and Popular Astronomy* stated in a section about North Carolina that the Wilmington District was comprised of the counties of Brunswick, New Hanover, Onslow, Duplin, and Bladen. The chief towns of the district were "Smithville Southport, Wilmington, Swannsborough, Sarecto, and Elizabethtown." A list of the most populous towns in the state included Wilmington, "a very commercial city, situated on the eastern side of the east branch of the Fear river, which contains about 1,700 inhabitants." One of the capes named was the Cape Fear "near the south entrance of Cape Fear river, remarkable for a shoal called from its form the Frying Pan." The writer added that while the citizens of North Carolina were not distinguished for their literary superiority, the state "had not been deficient in producing Men of rank and talent."

One of these men was Governor Gabriel Johnston, who opened a land office at then Newton, now Wilmington, in May, 1735. He was instrumental in getting the General Assembly to meet there in 1741 and 1746. In 1739 the town was incorporated as Wilmington, named for Johnston's friend, Spencer Compton, Earl of Wilmington. Wilmington was a borough town until 1835, when the constitution of that year did away with borough towns.

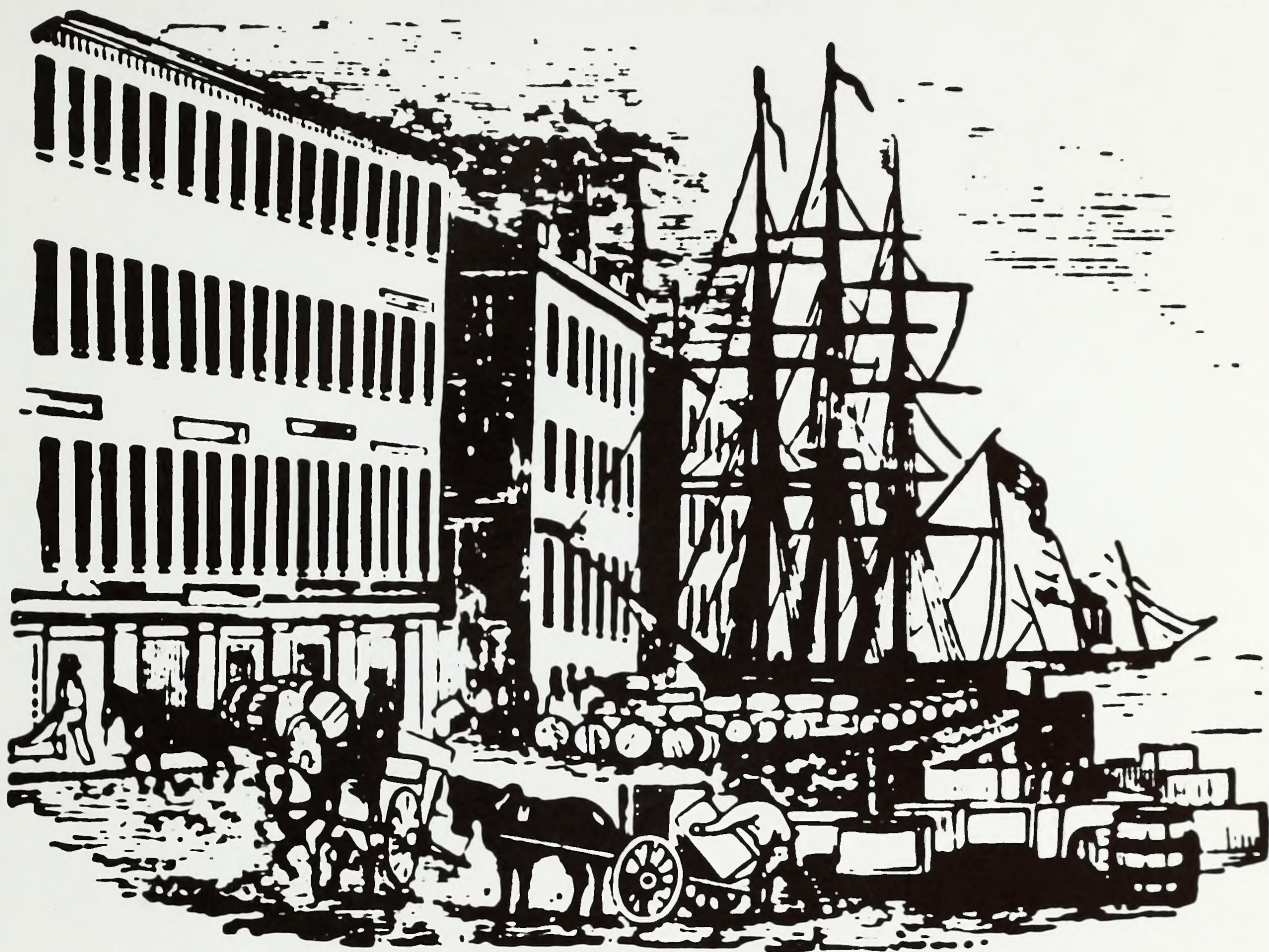
Serving as burgesses at various times from 1740 to 1777 were Thomas Clark, Lewis DeRoset, Cornelius Harnett, and William Farris. Harnett also served at the first and second Conventions; others serving at conventions were Francis Clayton, A. MacLaine, and William Hooper. To be eligible as a burgess, one must have been a freeholder, but not necessarily a resident. At times the few inhabitants conducted hotly contested elections. Bath, Brunswick, and Campbellton were boroughs but were disfranchised by the Constitution of 1776.

Wilmington citizens were determined that their town should endure and their voices were often raised in the Assembly in an effort to improve their town or to protect naval stores, the principal export of the Cape Fear port.

By 1814 the deep sea port at Wilmington was receiving the schooners and brigs captured by the American "Navy."

One of these ships was the British privateer "Mars," which mounted twelve guns, besides two in the hold, a fine vessel, sent into Wilmington. When the "Mars" was boarded she was off Cape Florida and had about 46 blacks on board, the white crew except the captain and one other hand rowed off, fearing impressment. "This vessel had done an astonishingly active business among the





*neutrals*. She had taken about twenty-six of them and one American vessel."

The "Lady Prevost" of London, in ballast, was sent into Wilmington by the Letter of Marque "Invincible" of Salem, Massachusetts. The schooner "Phoebe," with rum and molasses, was sent into Wilmington by the Letter of Marque ington. Many of the schooners and brigs carried sugar, salt, iron, bread, flour, and one even carried "a quantity of cash, in gold. . . ." Naturally, the "Chasseur," which had captured the schooner, divested her of the precious metal and burned her. An added statement read, "we are more

pleased with *this* capture than of five *honest* Englishman."

Some of the vessels were described as "elegant"; some cargoes were worth \$30,000, some \$50,000, one "envoiced at £80,000 pounds sterling."

His Britannic majesty's schooner "Balaboo" was going into port and was chased by a brig, "which struck on the Pan (a shoal) her sails were immediately lowered, and she disappeared in an instant!"

The list of prizes taken during the War of 1812 shows that Beaufort and Bath also had their share of crippled or stripped vessels.



# Guided missile vessel visits

Captain Fred Kelly, a real U. S. Navy operator, who looks the part, entertained his guests on board the frigate Yarnell at Morehead City in typical Navy style.

Below is a description of the trip as it appeared in a local newspaper.

The trip came about as a result of the efforts of the Ports Authority's public relations director inviting a Vice-Admiral, who is a native TARHEEL, to come to North Carolina in a sort of a reunion event.

For two years the Ports Authority has wanted the Public Relations Society of Raleigh to see first hand one of our fine terminals.

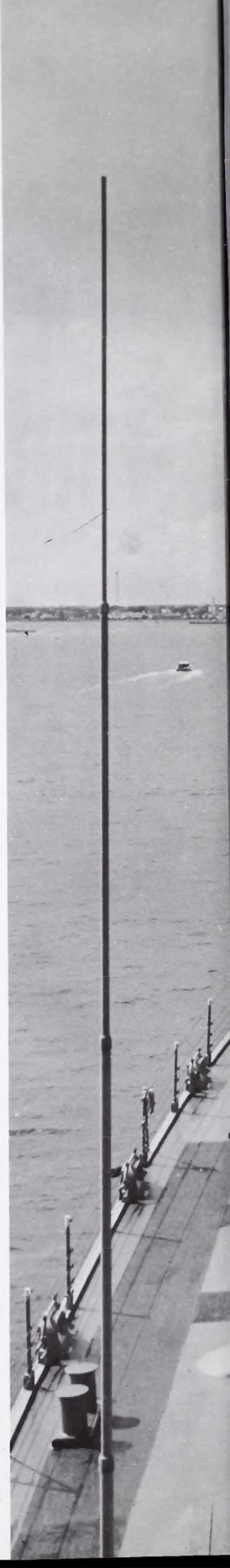
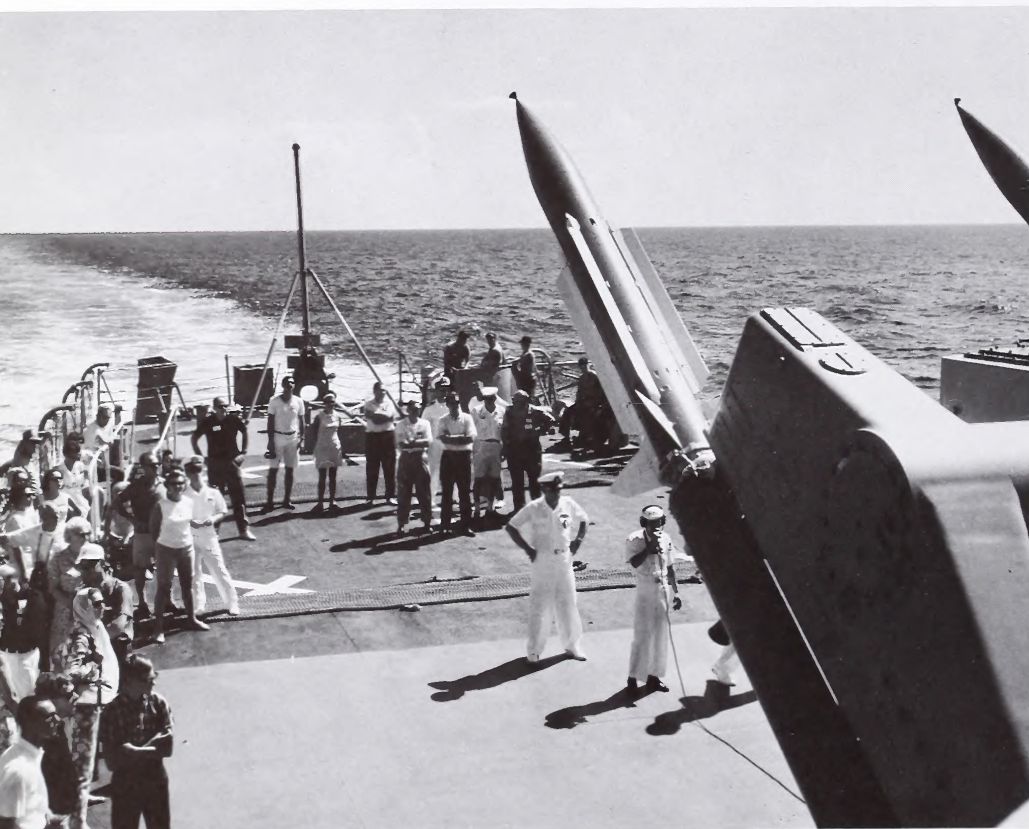
Due to the fortunes of war, the Vice-Admiral could not come, but through the efforts of Raleighite, Commander Robert Perry, USN, the Navy sent a fine representative with Captain Kelly, his offi-

cers, and his men, and here it is—the way it occurred: . . .

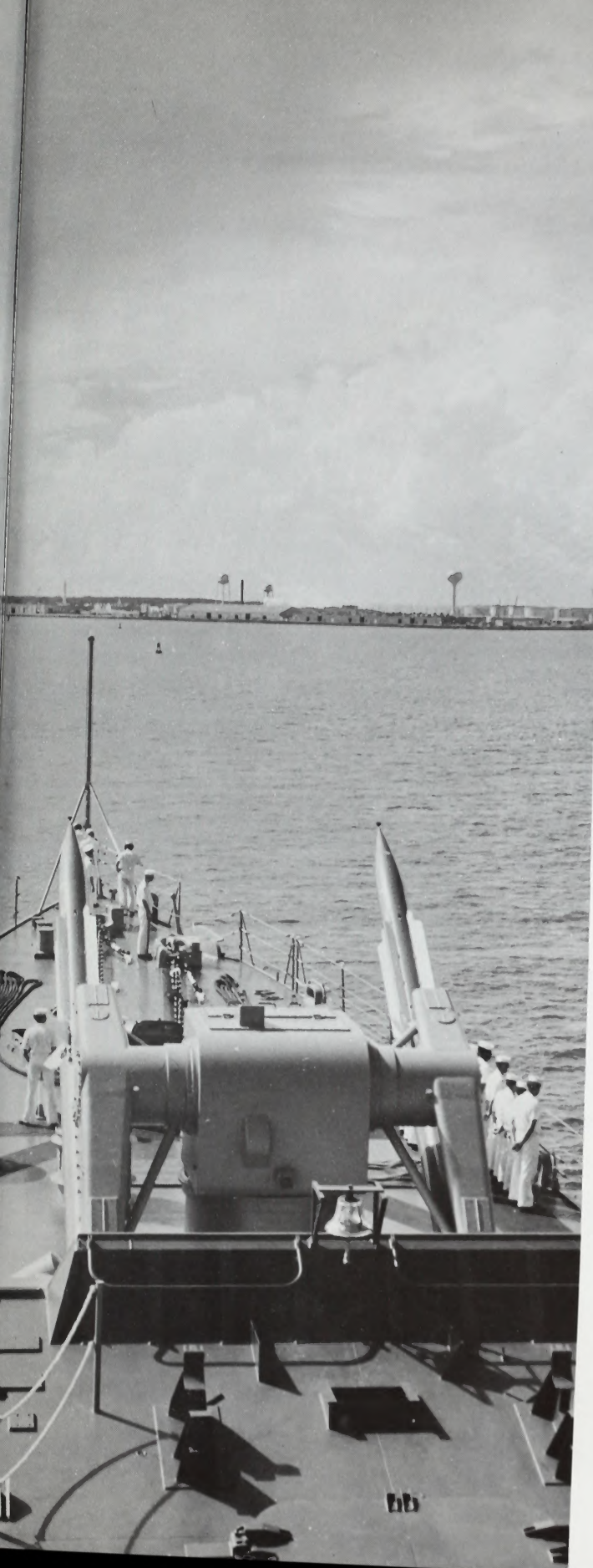
Seventy-six public relations executives and their families from the Raleigh Public Relations Society boarded the USS Harry E. Yarnell, a Guided Missile frigate, recently for a day-long cruise.

The trip actually began the day before when the group left on a chartered bus from the Raleigh Naval Reserve Training Center. In Morehead City they were met by L. C. Bruce of the State Ports Authority.

The captain and his crew were on hand to personally welcome each member of the society aboard next morning. Coffee and doughnuts were served in the officers' wardroom then Capt. Frederick J. Kelly guided the 533-foot, 7,650-ton vessel through the port basin into the Atlantic.







It was explained that the Yarnell is equipped with the most modern weapons afloat with the capability to deal effectively with any threat on, under or above the seas. Her search radars and Terrier guided missile systems equip her to locate and destroy aircraft many miles from the ship. Also her powerful sonar and rocket-assisted homing torpedo—the ASROC—enables her to detect and destroy submarines at extended ranges.

After an explanation of the procedures used with the launcher for the Terrier missiles, Captain Kelly gave a speed demonstration, exhibiting the maneuverability of the vessel's 85,000 horsepower.

The afternoon was spent in small groups touring the inside operations of the ship including the bridge, radar and all defense systems. Each society member had a turn at the helm.

The final demonstration before heading for port was the "Man Overboard Drill." In which attendants were impressed with the speed and skill with which a dummy dubbed "Oscar" was retrieved from the sea.

*THE RALEIGH TIMES, Thursday, September 7, 1967*





1st of a series called:

*"Roaming the Seven Seas with Betty Casey"*

containing her impressions and highlights of her visits to the Harbors of the World.



Hongkong, which means Fragrant Waters, is not just a beautiful, bustling British harbor glued to the tip of China; to me it is a fascinating enigma.

Until recently it seemed to have disproved Kipling's declaration that "East is East and West is West and never the twain shall meet." Now, despite 30 years remaining of Britain's 99 year lease, the Red Chinese dragon breathes fire down its neck.

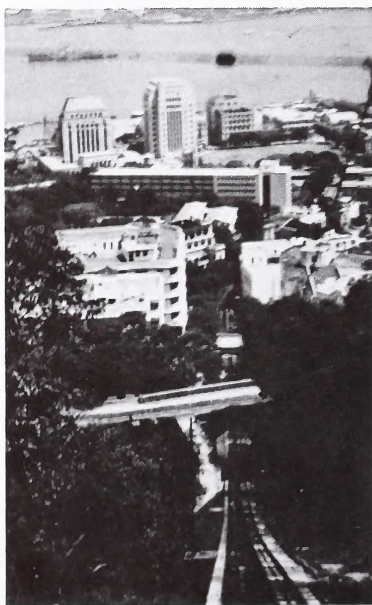
Shades of aromatic joss-sticks; free port bargains; mini-skirted Susie Wongs; world trade; clacking mah-jong tiles; British colonialism; urgent boat hootings; milling Chinese refugees; and cricket clubs—Hongkong is a fabulous, self-developed world's fair. A fair, so far, open to all the world.

Officially named Victoria Harbor, Hongkong is among the world's ten busiest shipping ports and is the only typhoon-safe, deep-sea anchorage between Shanghai and Indo China. It's approximately sixteen square miles of island-enclosed natural harbor are choked with over 12,000 foreign-flagged vessels making turnarounds annually. Fifty shipping companies handle its massive tonnage and many-tongued passengers.

Tourist bearing jets sidle like homing eagles between hilly green slopes to nose out the unique landing strip which Kai Tak Interna-

# Hongkong

*A pearl in whose hands?*



tional airport juts on reclaimed land into the blue water.

Disembarking shoppers race in taxis, rickshas and double-decker busses to exchange currency, ranging from Ceylonese rupees and Norwegian kroners to Thai bahts, into treasure buying Hongkong dollars.

5000 vessels normally jam the chaotic, picturesque waterway. British ferries, crowded with Western-dressed Chinese commuters and exotic-costumed foreigners, snake through the maze of bell ringing, spiny sailed walla-walla water taxi junks, fog-horn voiced freighters from Liberia, Russia, Lebanon—you name it—and gray American war ships.

The jangle of discordant sound blends into pungent harbor odors of smoke, spices and salt spray through which sure-footed fishing







photos by betty casey



families in black pajamas man the junks that seem to be the cohesive substance that holds the seething seascape together.

Wild tropical-green peaks overlook the cineramic view presented by the spectacular harbor as it separates, but also fuses, two of the biggest cities in the Orient—Kowloon, on the mainland, and Hongkong on one of 236 islands siding the harbor. Modern metropolises of industry and commerce bursting with a combined four million Chinese residents, with a liberal sprinkling of British subjects and every other race and color, who have lived and worked together in harmony for years.

Or was it truce? A sign on the smoke stacks of ferries, written in both English and Chinese reads BEWARE OF PICKPOCKETS. The literal translation of the Chi-

nese is BEWARE OF SMALL, BUSY HANDS.

At night the harbor slows to a spangled setting for romance and intrigue. Viewed from a high-hung balcony, it is bewitching, like the exotic smell of jasmine.

Stilled forests of masts, like flotsam, edge the dark but glowing water. Moving legs of light from windowed ferries make caterpillar-like crossings carrying ladies of romance, sailors and secret agents—except when Communist instigated maritime shutdowns squeeze the harbors pulsing juglar vein.

A local radio program calls Hongkong "A pearl in your hand." But now whose hand? Is the dragon enclosing the harbor in a fist that will shut away its bright treasures from the people of the world? Will Kipling be proven right? I hope not.

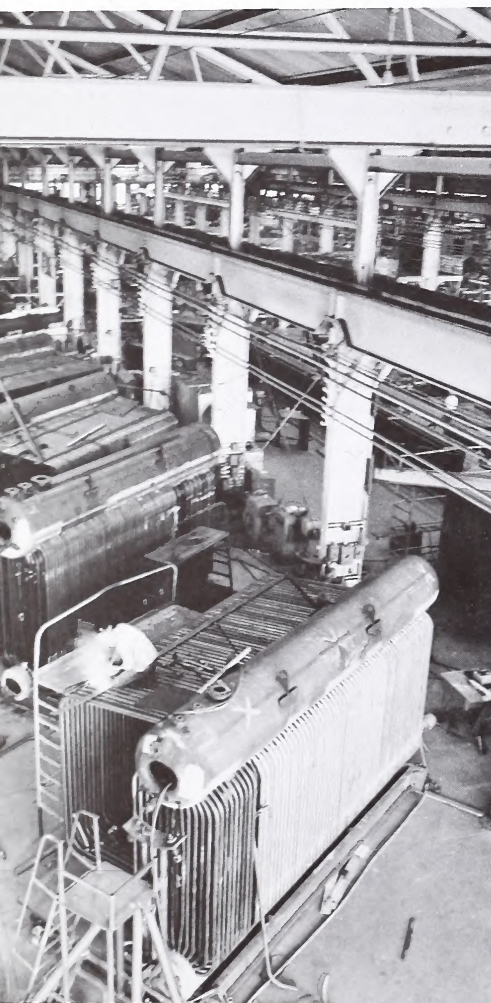


*FM package boiler manufactured by employees of The Babcock & Wilcox Company's Wilmington, N.C. Works is being lifted aboard ship at Wilmington. The unit was one of two shipped to the Korean Nylon Co. at Taegu, South Korea. In the past 12 years, B&W has shipped more than 31,000 tons of package boilers and boiler components through Wilmington.*



# Boilermakers of Wilmington

*Shown here is a line of package boilers being assembled at The Babcock & Wilcox Company's Wilmington Works. The compact, self-contained units can be shipped fully assembled by rail or truck. Some 700 persons are employed at the Wilmington Works.*



B&W'S WILMINGTON WORKS IS PART OF A WORLD-WIDE OPERATION — Wilmington Works of The Babcock & Wilcox Company is only 16 years old, but it is an integral part of a world-wide operation that is marking its 100th anniversary in 1967.

The entire history of B&W at Wilmington has been one of adaptation and growth. In 1952, the first B&W products made in North Carolina were shipped to nearby Urania, N.C. Since then components for some of the world's largest utility and industrial boilers have been fabricated at Wilmington.

Currently, Wilmington Works is responsible for the manufacture of B&W's line of package boilers, completely shop assembled units which are shipped to customers ready for service.

Other basic products fabricated at Wilmington include Basic Oxygen Furnace Hoods, studded tubes and pipe, air heater tube sheets, membrane furnace wall tubes, casings, flues and ducts, dampers and expansion joints, small steam drums and headers.

The ability of Wilmington Works to produce quality work on a rigid schedule has been a contributing factor in B&W's business upswing and has helped the Company keep pace with customer demands for increased power.

Most of the original employees were engaged in manufacturing dur-



JOHN J. McDERMOTT  
Works Manager, Wilmington, N. C.

ing the War and the transition to boiler fabrication was not difficult.

Wilmington employees not only exhibit pride in their work, but they have demonstrated their pride in Wilmington and surrounding communities. Many hold responsible civic and service positions and the entire staff has given strong support to the local United Fund and other fund-raising drives.

Over the years, The Babcock & Wilcox Company has pioneered many of the developments which have paced the steam generating industry. Future developments will provide opportunities to assure continuing growth for B&W and its Wilmington Works.



# Your symbol for banking in the growing port cities



## FIRST-CITIZENS BANK

*the Can-Do Bank with the Can-Do People!*

In Morehead City, Wilmington and other fine North Carolina Communities ■ CAPITAL AND SURPLUS: OVER \$27,000,000 ■ Member Federal Deposit Insurance Corporation





## SALVESEN LINES TO SERVE WILMINGTON

In 1965, Nedlloyd Lines Inc. in New York were appointed General Agents for the United States and Canada and from that time on, Salvesen Lines have maintained regular liner service between Great Lakes/St. Lawrence ports and mainports on the Continent, such as Rotterdam, Antwerp and Le Havre.

Mr. J. van Baarle, Executive Vice President of Nedlloyd Lines Inc. in New York, on behalf of Owners, made a survey of the situation calling for a Seaboard service. As a result of which the following routing was worked out: Rotterdam/Antwerp/Le Havre to New York/WILMINGTON, NORTH CAROLINA/Baltimore. During a discussion with our Ports Authority officials, Mr. van Baarle stated that Wilmington, N.C. had been elected for a number of reasons, primarily because it was the consensus of Owners and General Agents, that the State of North Carolina has shown a great potential for expansion of industry and that there is every reason to believe that imports and exports will continue to increase in volume.

Mr. van Baarle further expressed as his point of view, that there appeared to be a definite need for regular service between Wilmington and Rotterdam/Antwerp/Le Havre and vice-versa where Salvesen vessels will soon offer a transit time of 14 days (Wilmington/Rotterdam and Le Havre/Wilmington).

First sailing will be performed by the M. S. "SALMELA" scheduled to sail from Antwerp on November 4th, Le Havre November 7th, thence New York November 16/19th, Wilmington, N.C. November 21/22nd, Baltimore November 23/26th, for subsequent arrival Rotterdam December 6th, Antwerp December 8th and Le Havre December 14th.

In Wilmington, N. C., the port agency has been entrusted to Waters Shipping Company, whereas stevedoring of the Salvesen vessels will be handled by Heide Company Inc.

During his recent visit to Wilmington, N. C., Mr. van Baarle indicated that he has a very favorable impression, also, of the efficiency of the North Carolina State Ports Authority and of the shipping fraternity, all of whom appear intent to do everything in their power to promote the interests of the city and the State, to which SALVESEN LINES hope to contribute their share.

## NCMCA Board of Directors



BOARD OF DIRECTORS of the North Carolina Motor Carriers Association take oath of office in Pinchurst before State Treasurer Edwin Gill.

Elected to succeed Marvin Koonce of Raleigh was William L. Nahrgang (inset) of Charlotte. Nahrgang is President of Johnson Motor Lines System. Elected 1st V.-Pres. is T. Bragg McLeod of Charlotte; 2nd V.-Pres., Carl E. Anderson; J. T. Outlaw of Raleigh was re-elected Exec. V.-Pres.-Treas. North Carolina Vice-President for American Truckers Association is R. Y. Sharpe of Winston-Salem.



# STEAMSHIP & FORWARDING AGENTS



AGENTS FOR HAMBURG AMERICAN/NORTH GERMAN LLOYD LINES

W. B. ATKINSON  
Traffic Manager

L. M. WALLACE  
Manager—Export Dept.

WADE H. PIERCE  
Manager—Import Dept.

JESSE C. JACOBS  
Asst. Mgr.—Import Dept.

## Wilmington Shipping Company



F.M.C. No. 469

STEAMSHIP AND FORWARDING AGENTS  
STEVEDORES—CUSTOMHOUSE BROKERS

North Carolina Maritime Building

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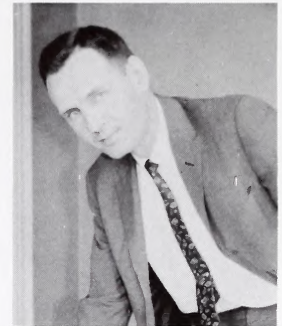


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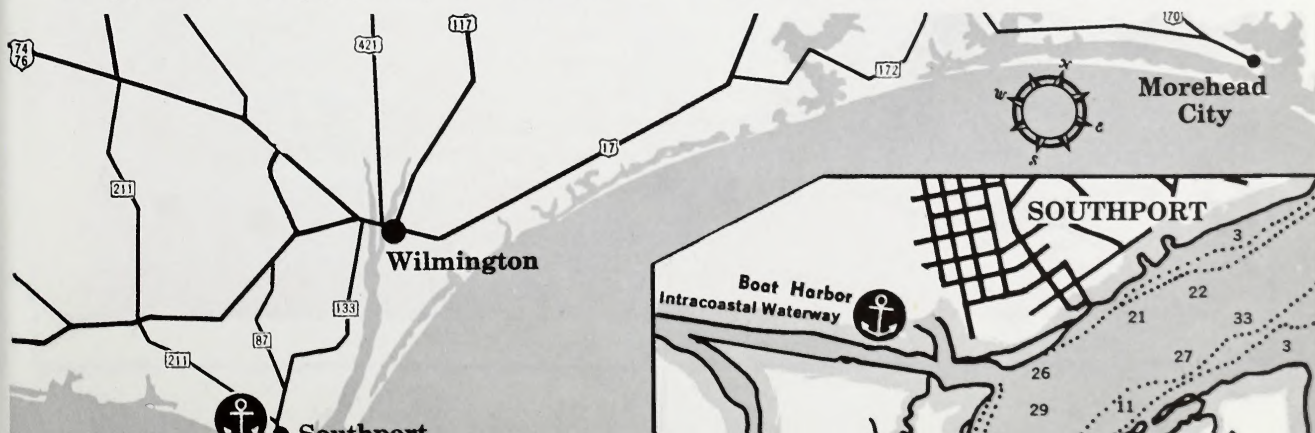
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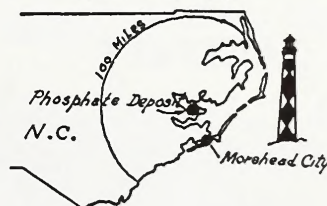
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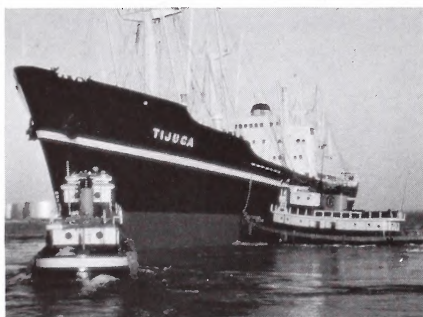
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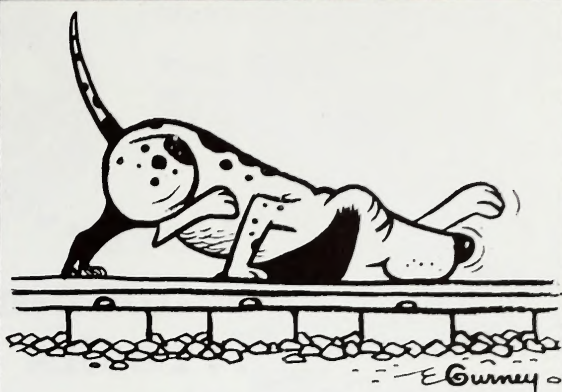
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## "Cover" Schooner Wrecks off Bermuda

TRAGEDY HAS struck the yacht, *Ramona*, which was pictured in a watercolor on the cover of *State Ports* magazine this fall. The watercolor was by Charles McNeill, artist of Morehead City and operations manager at Morehead City port.

The *Ramona*, a 135-foot schooner, snagged Sunday on a reef seven miles off Bermuda. Five died in the mishap and five were rescued.

The *Ramona*, in Mr. McNeill's painting, is pictured in the bight at Cape Lookout. He painted the scene early in September when the owner and skipper, Capt. G. Walter Boudreau, was taking the schooner to Lunenburg, Nova Scotia, to have another mast added.

THE RAMONA'S disaster was learned of here when Tom Lindtvit, resident engineer on the phosphate facility under construction at the port, spotted an AP Wirephoto of the schooner in his Dec. 4 hometown paper, *News Day*, Long Island.

He showed the picture to Mr. McNeill, who identified it as the *Ramona*, with its new third mast.

Mr. McNeill said, "She was evidently on her way to her home port, St. Lucia, after having the work done on her at Lunenburg." The photo shows the *Ramona* heeled over at a 45 degree angle.

CAPTAIN BOUDREAU had his five children with him aboard the *Ramona* when it was at Cape Lookout. His wife, who's maiden name was McNeill, had flown on to Nova Scotia, her home. There were about 10 West Indian lads in the *Ramona*'s crew, Mr. McNeill recalls. Her mainmast was 110 feet.

Lunenburg is one of the few ports in the world where craftsmen are skilled in building and rigging schooners. The replica of the *Bounty*, used in the film, *Mutiny on the Bounty*, was built there, as were replicas of the *America* and the Gloucester schooner, *Blue Nose*.

Captain Boudreau and his family, Canadians, have been living in St. Lucia in the Caribbean, since 1958. From there they operate luxury yachts on charter.

CARTERET COUNTY  
NEWS TIMES  
Morehead City, N. C.



Charles McNeill, manager of the Morehead City Port Terminal, presents a silver wine cooler to T. Akai, captain of the K-Line vessel, SS *Spain Maru*, which visited the port Saturday on her maiden voyage to pick up hogsheds of tobacco for Japan. The wine cooler was a gift from the North Carolina State Ports Authority. Looking on is Morehead City Mayor George W. Dill Jr.

CARTERET COUNTY  
NEWS TIMES  
Morehead City, N. C.

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OFFICIAL PUBLICATION

*North Carolina*  
**STATE PORTS**



WINTER ISSUE, 1968, SPA MAGAZINE

VOL. 12, NO. 4

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In this issue we present for the second time a continuing feature called, "Roaming the Seven Seas with Betty Casey." The feature is being written for us by Mrs. Casey of Greenville, North Carolina. Mrs. Casey has spent many years traveling, particularly in the orient and the south seas. The second feature is on Yokohama. (See Pages 10 and 11).

Photo Credits should be given to: Hugh Morton of Wilmington and Grandfather Mountain, Bob Simpson, Morehead City, Tom Lindtvit, Morehead City, Babcock & Wilcox, J.M.C., Ken Cooke.

## COVER STORY



This month's cover shows large package boilers being loaded on board a vessel bound for South America. This typical dock scene at Wilmington is placed in this issue in a cover position because of the heavy lift capacity now being added to the Wilmington Terminal. The gantry cranes visible here lift 45-tons each, for a total single lift of 90 tons when used in tandem. The 75-ton crane, soon to be added to the Wilmington wharf, will give a maximum lift total of 120 tons.

For information about:

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P. O. Box 149, Raleigh—Published Quarterly. 919 829-3855



# These Men=Ports Authority=Progress

1957 — 1967

On these pages are photographs taken from our files of the men who have served on the North Carolina State Ports Authority at the pleasure of three Governors over the past decade.

These men are responsible, more than anyone else, for the progress and the momentum of the present day Ports Authority. Under the leadership of Chairman John M. Reeves, who served from 1957 to 1966, the tremendous expansion of the Ports Authority fulfilled its planning stage and was well under construction.

In 1961 E. N. Richards became a member of the Authority, and immediately his dynamic influence made itself known. In June, 1962, the then Director Williams died in office and Richards acted as interim Director, by unanimous consent of the Board. The present Executive Director, James W. Davis, was employed in January, 1963. Richards became Vice-Chairman in 1965, and in 1966 Reeves resigned wanting to retire from public life. Richards was then elevated to the Chairmanship with Henry L. Weathers, prominent publisher and entrepreneur, of Shelby, appointed by Governor Moore in 1965, as Vice Chairman.

The Ports Authority reached its decision to rotate the Vice-Chairmanship at its Annual Meeting in 1967, and today George Purvis serves as Vice-Chairman. Mr. Purvis is from Fayetteville. He was appointed by Governor Moore in 1965. He is a prominent sales executive in automobiles and has other interests.

Two men currently serving terms on the Ports Authority have completed other terms. The first of these is Kirkwood Adams, who was appointed by Governor Moore in 1967, after having served under Governor Hodges from 1957 to 1961. W. J. Pharr was appointed by Governor Sanford in 1961 and re-appointed by Governor Moore in 1967.

Now beginning in 1957, here is a brief biographical sketch of each one:

Former Chairman Reeves is Chairman of the Board of Reeves Brothers Company. He has served as chairman of the Board of Trustees of American University of Washington, D. C., on the Board of Methodist College in Fayetteville, and numerous other high level appointive positions too numerous to mention.

Vice-Chairman W. J. Clark of the 1957 Board is a banker from Tarboro, N. C., a farmer and an insurance executive. A member of one of the most prominent families in eastern North Carolina. He was re-appointed by Governor Sanford in 1961 and served until 1965.

General of the Army Eichelberger, of World War II fame, was appointed by Governor Hodges in 1957 from the Asheville area, and served until 1960, when he retired and subsequently passed away a few months later.

Earl Phillips of High Point was appointed by Governor Hodges. He is an executive of Phillips-Davis Corporation, High Point, and Chairman of the Board of Hatteras Yacht Company. Mr. Phillips is an outstanding man of the business community and continues to be actively interested in the Ports Authority and its planning.

Collier Cobb, Jr. of Chapel Hill, investment banker and insurance executive, served from 1957 to 1961, and is very much interested in the activities and the development of the Ports Authority in the business community.

Harvey Hines of Kinston was appointed by Hodges in 1959, served until 1961. He is a Coca Cola executive, and an outstanding member of the business community of eastern North Carolina.

The late Tom Evins of Oxford, a tobacco company executive, also served from 1959 until 1961, when the Board was enlarged from seven to nine men under the leadership of Governor Hodges.

Charles D. Gray of Gastonia was appointed by Governor Hodges. He is an outstanding textile executive of the piedmont area. He served until 1961.

Kirkwood Adams, mentioned above, is serving his second term. He is a paper manufacturing representative from Roanoke Rapids. He is an expert in transportation.

In 1961 Terry Sanford was Governor of North Carolina. One of his first previous appointed positions, under Governor Kerr Scott, was as Secretary and Treasurer of the Ports Authority. He selected L. S. Ficklen, tobacco executive of Greenville, N. C.; Cooper D. Cass, office equipment sales executive of Winston-Salem; Joseph O. Foil, a textile executive of Greensboro; James Latham, an attorney of Burlington; E. G. Anderson, a tobacco executive of Robersonville; E. N. Richards, as mentioned above, and W. J. Pharr, as mentioned above.

In 1963 Latham resigned to become a Superior Court Judge appointed by Governor Sanford, and he was replaced by F. H. Ross, who is today a Member of the Executive Committee. He has been one of the work horses of the current Ports Authority. Mr. Ross, from Charlotte, is a distributor of chemicals and supplies to the textile, laundry and dry cleaning industry.

In 1965, in addition to Purvis and Weathers, Mr. W. B. Glenn of Greenville, a tobacco executive, replaced Mr. Ficklen. Weathers and Purvis having replaced Mr. Cass and Mr. Clark, whose terms had expired. Mr. Glenn is a prominent member of the Greenville, N. C. business community. He is also well connected in Winston-Salem, of which he is a native. He serves, in addition to being President of Carolina Leaf, as a Director in the Greenville, N. C. Branch of Wachovia Bank.

In 1967 Mr. Anderson and Mr. Foil were replaced by Mr. Adams, as noted above, and Mr. L. R. Bowers, chief executive officer of the Bank of Waccamaw of Whiteville came on the Board. The re-appointment of Mr. Pharr completed the nine men who currently serve under Governor Dan Moore.

Each one of these men has contributed a great deal to the total effort exerted by the Ports Authority, to the influence the Ports Authority has incurred in the Legislative Halls and in the general business community. Each one of the expansion programs have been conducted under the direct supervision and direction of working committees of the Ports Authority and at all times the Ports Authority's Chairmen have been looking over the shoulder of its Executive Director and the professional staff.

The Public Relations Office in Raleigh is attached to the Chairman and the Authority, and all policy statements are funneled through its office. The Authority has been careful to conduct the public's business in public, and the attention of the press, radio and TV has been sought at all times.

Private enterprise is encouraged, and at no time has the Ports Authority consciously adopted a policy that would in any way interfere with the normal activities of any private enterprise. These policies, we think, have been the assurance of a successful activity.

Now having shown the men who served as volunteer appointees of the Governor in command of the Authority, we here on these pages bring you an informal photograph of the men who serve as professionals, carrying out the policies and allied functions and operations of the deepwater terminals at Morehead City and Wilmington, the sales promotion of cargo in New York and in Charlotte, and all over North Carolina.

The names appear over the picture, their functions and addresses are listed on the masthead of the Magazine on Page 3.





ray



Adams

Cobb

Hodges

Phillips

Evins  
(deceased)

Hines

Clark

Reeves

Eichelberger  
(deceased)

Standing—Anderson, Foil, Pharr, Latham, Cass, Ficklen, Clark, Richards; Seated—Sanford, Reeves, Williams (deceased)



Reeves, Richards, Governor Moore

Standing—Gudger, Anderson, Foil, Purvis, Ross; Seated—  
Weathers, Richards

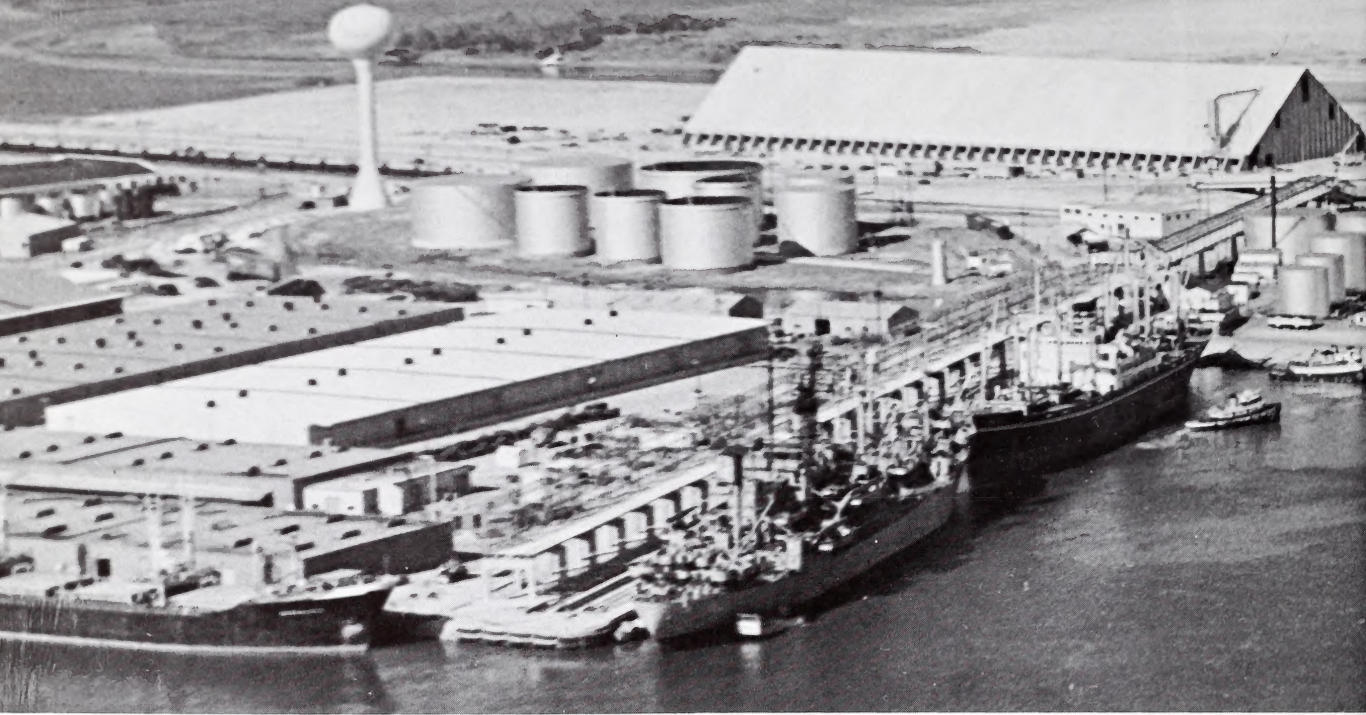
Glenn

**THE PROFESSIONAL STAFF**—The entire executive staff of the Ports Authority met with the sales organization in Wilmington on January 24. Here they are clockwise from Davis in center, back, Matthias, Jackson, Clark, Bruce, DeVane, Friedrichs, Lee, Schmidt, Hardaway, Koszewski, Edmundson, Kahl, Larcombe. (FOR NAMES, ADDRESSES AND TITLES SEE PAGE 3, MASTHEAD) McNeill, hospitalized after accident was not present for picture (See p. 21)





# PHOSPHATE FACILITY



This group of waterfront operators gathered in Wilmington the other night (left to right): Bill Waters, Pres. Waters Shipping Co.; R. E. Barker, VP & Genl. Mgr., Heide Company; R. L. Otto, Pres., Cape Fear Warehouse Inc.; Joe Barefoot, VP, New Dixie Lines; A. S. Naples, VP, Cape Fear Whse. Inc.; E. E. Lee, Jr., NCSPA; L. L. Doss, Jr., VP, Wilmington Shipping Co. Mr. Otto, told them this about the Cape Fear Warehouse: "We have been in operation approximately two years taking over some of the functions of the port's storage which were unprofitable to your organization due to the nature of the handling involved as our own endeavors with affiliated companies have been in the field of small shipments unlike the normal handlings of any big organization, such as your own. We have a distinct advantage of being near ship-side at Wilmington, and we believe that this is a unique situation that does not exist at other Atlantic ports. We are interested in the handling of small lot shipments of any dry commodity irrespective of its nature and feel that with the establishment of a spot stock at Wilmington, that an importer would be more apt to use the port for his direct movements that did require warehousing."

The newest member of the Ports Authority in point of service is L. R. Bowers, of Whitesville. He is not pictured on preceding pages but is shown here (fourth from left) with his son Vinson, Chairman E. N. Richards, Mrs. Bowers and Judge Raymond Mallard (far right) on the occasion of his oath taking in Raleigh. The Bowers reside in their beautiful home at Whitesville where he operates the Waccamaw Bank & Trust Co. in 18 communities.





# NEARS COMPLETION



**Harold L. Kohl, Superintendent of new phosphate facility. Has BS Degree in Mechanical Engineering from Montana State College. Married — has no children. He was a flying 2nd Lt. U. S. Air Force. Worked in Venezuela, South America as Supt. of Operations & Maintenance of Ore Handling Dept. of the Orinoco Mining Company.**

## Far East Steamship Services

### INBOUND—Wilmington—from Far East

LINE	AGENT	FREQUENCY	PORTS OF CALL
Chino Merchants	Heide	Twice Monthly	Yokohama, Kobe, Keelung, Koohsiung
Barber	Waters	Twice Monthly	Manila, Hong Kong, Bangkok, Singapore, Djarkarta
Orient Overseas	WilShipCo.	Irregular	Manila, Hong Kong, Bangkok, Singapore, Port Swettenham, Penang
"K"	WilShipCo.	Irregular	Bangkok, Keelung, Hong Kong, Koohsiung, Manila
"K"	WilShipCo.	Once Monthly	Kobe, Nagoya, Osaka, Yokohama
Japan	WilShipCo.	Once Monthly	Hong Kong, Kobe, Nagoya, Yokohama, Osaka
Chino Union	WilShipCo.	Once Monthly	Yokohama, Kobe, Keelung, Koohsiung, Osaka
Mitsui OSK	WilShipCo.	Once Monthly	Kobe, Nagoya, Yokohama, Osaka
NYK	WilShipCo.	Monthly	Yokohama, Nagoya, Kobe, Osaka

### OUTBOUND—Marehead City—to Far East

Tokyo Shipping Co.	Heide	Irregular	Inchon, Pusan, Korea, Yowoto, Japan
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### INBOUND—Marehead City—from Far East

LINE	AGENT	FREQUENCY	PORTS OF CALL
Moller Steamship Co.	Heide	Every 2 months	Bangkok, Japan, Manila
Yamashita-Shinnihon	Heide	Irregular	Japan
Barber	Waters	Twice Monthly	Manila, Hong Kong, Bangkok, Singapore, Djarkarta
"K"	MorShipCo.	Irregular	Bangkok, Keelung, Hong Kong, Koohsiung, Manila, Yokohama, Nagoya, Kobe, Osaka
NYK	MorShipCo.	Irregular	Yokohama, Nagoya, Kobe, Osaka
Mitsui OSK	MorShipCo.	Irregular	Yokohama, Nagoya, Kobe, Osaka
Chino Union	MorShipCo.	Irregular	Yokohama, Kobe, Keelung, Koohsiung, Osaka

### OUTBOUND—Wilmington—to Far East

Chino Merchants	Heide	Monthly	Kobe, Keelung, Koohsiung, Nagoya, Yokohama, Shimizu
Morchessini	Heide	Every 2 months	Kobe, Keelung, Koohsiung, Nagoya, Yokohama, Shimizu, Hong Kong, Pusan, Korea, Manila
Maritime Co. of the Philippines	Heide	Irregular	Kobe, Keelung, Koohsiung, Nagoya, Yokohama, Shimizu, Masao, Philippines
"K"	WilShipCo.	Irregular	Nagoya, Shimizu, Yokohama, Maji, Kobe, Nagoya, Shimizu
Japan	WilShipCo.	Once Monthly	Maji, Kobe, Nagoya, Shimizu, Yokohama
Mitsui OSK	WilShipCo.	Once Monthly	Kobe, Nagoya, Yokohama, Hong Kong
Chino Union	WilShipCo.	Once Monthly	





# DOWN THE HISTORYLAND TRAIL

by

(Mrs.) Elizabeth W. Wilborn  
Staff Historian, Division of  
Historic Sites, State Department  
of Archives and History

## Elizabethan Gardens - Roanoke Island

You would not believe it, but there it is! A tiny bit of Old England in the New World and right where the sixteenth-century explorers tried so hard to plant a colony for Good Queen Bess. "It" is the Elizabethan Garden on Roanoke Island, the site of the ill-fated Lost Colony of Sir Walter Raleigh.

There have been many hands working to perfect the Elizabethan Garden—collective hands like the Garden Club of North Carolina, the Roanoke Island Historical Association, the State Legislature, the National Park Service, the North Carolina Society for the Preservation of Antiquities, North Carolina Lily Society, North Carolina Camellia Society, North Carolina Wild Flower Society and individual hands like those of Lord Evelyn Wrench, Mrs. Katherine Pendleton Arrington, Mrs. Charles Cannon, Mrs. Inglis Fletcher, Paul Green, Honorable and Mrs. John Hay Whitney and in particular the protective and productive hands of Louis Midgette, Superintendent of the Garden—so many hands that they can scarcely be counted.

The Garden is a symbol—a tribute to a life and world that was left behind and yet remembered in the life and world that lay before those eager and apprehensive souls who tested the unknown and treacherous coast that is North Carolina. The Garden was an idea first, but it became a reality in 1951 when the Garden Club of North Carolina adopted it as a main project. Ten and one-half acres were leased from the Roanoke Island Historical Association and thousands of dollars were spent in creating the jewel-like pleasure garden amid the undergrowth that once covered the site.

The geometrically designed walks in the two-acre formal garden, with carefully manicured hedges and plantings, create so perfectly the feeling of typical gardens of Tudor and Stuart England that one expects to meet a merry monarch, a flirtatious lady-in-waiting, or a dashing courtier along the pathways. Indeed one might if strolling there July 27, 1968!! On this Saturday afternoon, an entertainment will be presented in the Garden by members of "The Lost Colony"

cast. This entertainment will take the form of a masque, a popular form of diversion in the time of Elizabeth I. As in her day, the masque will consist of music, dancing, and play-acting. As one strolls through the Elizabethan Garden one might come across the mummers in various beautiful natural settings afforded by the Garden, just as once was done for the Lady Queen, Elizabeth herself.

Adding elegance and charm to the Garden are several pieces of statuary, representing Diana, Venus, Apollo, and Zeus, which were part of a gift from former British Ambassador John Hay Whitney and Mrs. Whitney. The splendid fountains, beautifully carved marble birdbaths, the well-head, sun dials, benches, and other items contributed by the Whitneys and other donors add authenticity and artistic grace to the entire formal garden.

One glistening marble maiden has a history as dramatic as that of the early colonists, except that her story has a happy ending. The lovely Virginia Dare, clad only in a drapery of fishnet and standing erect with the white heron beside her, was carved in Rome in 1859 by Louise Lander, Salem, Massachusetts, sculptress. The ship which was bringing the statute to the United States was wrecked off the coast of Spain and the Carrara marble sank to a watery grave.

Several years later the cargo of the ship was salvaged and Miss Lander bought back her statue and after restoring it, placed it on exhibit. The exhibit building caught fire but Virginia Dare escaped.

In 1926 the statue was left to the State of North Carolina. First Virginia was placed in the Hall of History but was later sent to the basement. After other abortive efforts to situate the statue the National Park Service, not wishing to display it at the Waterside Theater, sent it to Chapel Hill to Paul Green, author of "The Lost Colony." Green recognized that it would be at home in the Garden.

The Virginia Dare statue rests on a black marble base, beautifully but very logically, in the



Garden. A planting of white lilies and red geraniums nestled in dwarf evergreen shrubs makes even lovelier this notable feature of the Garden. One has only to dream a little to believe that the legendary White Doe, now a young maiden, has wandered from the forest back to the site of her birth.

But enough of marble maidens; what of the beds of pansies, gillyflowers, daisies, marigolds, lavender, and pinks? Oh, they are there, these fragrant and well-beloved components of the nosegays of yesteryear. The architects of the Garden, Umberto Innocenti and Richard K. Webel, planned carefully to utilize the existing terrain for this memorial to English colonists of the Elizabethan Age. These artists visualized a composite garden, using wild flowers and other indigenous material as well as later developments of horticulture specimens. By carefully planning the Garden presents an everchanging parade of bloom and color throughout the year. The terraces, the fountains, the Mount, and all of the physical features merely serve as the framework for the brilliant planting that is the Garden itself.

From the moment one walks through the arched entrance of the Gate House, with its limestone replica of the arms of Henry VIII, the experience is a memorable one.

Every hue and shade of the spectrum is caught in the landscape spreading before the hundreds of

visitors who enjoy this gift of the Garden Club. The dark somber greens, the palest pinks, the intense reds of trees, shrubs, and plants are caught beneath the bright blue canopy that is the Carolina sky.

And those of vision can people the Garden with Sir Richard Grenville, Sir Humphrey Gilbert, John White, Eleanor Dare and the baby Virginia, Ralph Lane, Armadas and Barlow—no longer shadowy figures recreated in cadenced drama. Items of historical interest are displayed in the Gate House.

This symbolic Garden, so magnificently created and so generously given through the efforts of the Garden Club, is not a static finished gift. It is a gift that will endure, as the memory of the colonists has endured.

Since the dream began in part with Inglis Fletcher, it is fitting that the inscription on the bronze plaque should be her words:

"Down the centuries English women have built gardens to the glory of God, the beauty of the countryside and the comfort of their souls.

"The women of the Garden Club of North Carolina, Inc. have planted this garden in memory of the valiant men and women who founded the first English colony.

"From this hallowed ground on Roanoke Island, they walked away through the dark forest and into history."







2nd in a series called:

*"Roaming the Seven Seas with Betty Casey"*

containing her impressions and highlights of her visits to the Harbors of the World.

## YOKOHAMA

# The Harbors of Nippon

"Is Japan touched by a 'divine wind'?"

The metamorphosis of Japan is a Horatio Alger story. The land of the rising Sun has emerged—through spectacular achievement—from underdeveloped semi-isolationism and wartime devastation to global leadership. It has become the foremost Asian nation of the 20th century.

The country's entire coast-line seems to have evolved into one big, hungry-mouthed harbor.

Yokohama, one of the two largest of Japan's many seaports, was opened to foreign trade in 1859 upon Japan's agreement with America's first envoy, Townsend Harris. Accommodations for foreigners were built at this excellent harbor near the entrance to Tokyo Bay. Merchant seamen left it with colorfully named bars like Seattle and Barbary Coast.

It is now a truly international city whose cosmopolitan charm is complete with high rise buildings and sophisticated restaurants over-looking the busy harbor. Many foreigners live on the hilly heights above the town.

With a total mooring capacity of 1,800,000 tons and excellent facilities, the harbor's huge appetite is gorged by imports and eager tourists arriving from everywhere; and exports pouring out from the land. From just one of Japan's 6400 trading companies you can buy an atomic reactor, a shrimp cocktail, a billion dollars worth of iron ore, or one of 8000 other items. Their TV ad claims, "If anyone, anywhere in the world, wants to buy anything or sell anything, we are at his service."

The world's largest ships, leviathan tankers from 100,000 tons up to 210,000 tons, are turned out like rows of "kokeshi" dolls at Yokohama's new Isogo dockyards. Japan produced more than half of the world's ocean-going vessels last year.

An efficient system of piece-work has cut production time from two years to seven months. Ships are constructed in two halves, and 400 ton engines are built in

movable 80 ton pieces, then assembled.

At Yokohama, Japan's mammoth whaling factory ships bring in 1000 whales at once. Tremendous sheds are carpeted with the tuna catch and one market alone handles 1,800 tons of fish daily.

Yokohama-Tokyo is one great industrial complex—bathed in smog—steel production, cement, plastics, heavy oil, copper, synthetic fibers, textile products in general. The two cities are linked by a traffic problem which sometimes takes two-and-a-half hours to negotiate. By comparison, twelve dollars and ten minutes will get you a three minute telephone connection with the United States almost 5,000 miles away.

Tokyo strikes newcomers like a whiplash. It is noisy, crowded, new and blaring. It is the Capital city, Japan's great fast beating heart. Through its arteries almost ten million of the country's noisy, busy, beauty-loving, polite, well-washed, vigorous and complicated populace surge in what seems to be mass confusion, making up the world's largest city.

This handful of beautiful, damp, mountainous Pacific Islands, strung out roughly in the shape of a friendly dragon off the northeastern coast of Asia, offers seaweed breakfast food and rock n' roll to almost ninety-nine million industrious inhabitants, one-seventh the population of China. Japan has the highest literacy rate in the world. It's success story has sweeping world-wide significance. How did this come about?

A "divine wind," originally signified by a typhoon which once destroyed Kublai Khan's attacking fleet, thereby saving Japan, seems to have come again to their rescue.

Under the firm but considerate American occupation, the Japanese, with dignity, rebuilt their war-devastated country. Aided by \$500 million American dollars, American technicians, the stimulus of American machinery and a new Constitution exempting the budget from military





spending, these ambitious people used diligent initiative and creative ability to exploit advantages which occurred.

Liberalization of world trade and development of world conflicts opened the way. Conditions regarded before WWII as unfavorable became advantageous for Japan. It's location was strategic when war needs of nearby Korea and the Vietnam conflict provided lucrative outlets.

Synthetics replacing natural products used the labor force provided by a large, dense population which before had been an unemployment handicap. Cheap construction copying gave way to painstaking care for detail. This combined with the development of scientists and technicians made Japanese products more popular.

For this increased trade, the small land area of a narrow island country with four major islands, Hokkaido, Honshu, Kyushu and Shikoku, provides a double transportation advantage. Roads and railways paralleling long coast lines furnish ready transportation for large maritime transportation to good harbors.

Japan is 1/20 the size of the U.S., larger than the United Kingdom and ten times the size of Holland. It is a land of natural disasters—typhoons, earthquakes and floods.

Yet seasonally, the landscape has soft tones and misty air brightened by abrupt colors—a blossoming cherry or plum or wild camellia, set off by a vermillion "Torii," or shrine gate.

The inland seacoast offers silver-blue inlets marked by scatterings of pine-topped islands, elliptical arrangements of fishing nets, and yellowish beds of seaweed. A diaphanous veil of green at low tide surmounts a golden haze of bamboo poles revealing a marvel of functional beauty.

The bountiful sea is a major source of work and sustenance. Each July, giant red and white fish, fashioned of bamboo covered with painted cloth are launched by Toya-

hama fishermen to honor the Ocean Gods. Evidently, the Gods are pleased.

Japan has nearly 400,000 fishing boats making good hauls of bream, mackerel, flounder and mullet off its shores. Heavy catches are made close inshore by dredging.

Despite Formosan's reference to Japan as "East is West," the Japanese have retained much of their individualistic culture, adapting innovations to their own use. Beauty is fundamental. Nature is worshipped—but has been tamed. The beauty of Japan is a disciplined beauty, reflecting a disciplined people—disciplined and determined.

The Japanese have induced oysters to produce lustrous pearls by the bagful. They teach cormorants to fish for them. Patiently trained dwarf plants display delicate "bonzai" art forms, and traditional kimonos are made of drip-dry fabrics.

Japan's role in the future development of Asia is of crucial importance.

Shigeru Yoshida, Japan's 88 year old elder statesman has said, "... as Japan's capacity expands so must its responsibilities . . . it has emerged from a state of dependence to a position of extending assistance to developing nations . . ."

"In this age," declares Pearl Buck, "... the people of Japan have a unique opportunity, even a mission, to stand between the two halves of the world as interpreter and friend."

Cherry blossom festivals in Japan are occasions for restoring fellowship with all men. An ancient Japanese poem by Issa says,

"Under the blossoms  
Utter strangers  
Simply don't exist."

It seems that the "divine wind" continues its drift across the land of cherry blossoms.



# Japan-Agriculture-Trade Fair

Before another issue, the U. S. Department of Agriculture and twelve cooperating states who have a large stake in agriculture, will have completed a Japan-American Agriculture Trade Fair in Tokyo.

The purpose of the Trade Fair will be to highlight the demand and use of American manufactured food products in this populous area. As many of our readers well know, North Carolina is a great agricultural community. The spotlight in recent years in North Carolina, of course, has been on its industry expansion, but for years North Carolina has had a tremendous monetary stake in the production of food and foodstuffs. The North Carolina Department of Agriculture, with James Graham as its Commissioner and with Curtis Tarleton as Director of Marketing leading the way, have come up with a North Carolina exhibit for the Tokyo Fair. The Fair takes place in Tokyo in April, 1968.

Twenty North Carolinians will be there during the period, including representatives of the Ports Authority and various and sundry exporting companies who are interested in the sale of food and food products and also the tobacco industry. A huge supermarket will be adjacent to the Trade Mart area, and in this supermarket will be many of the products displayed in the various booths in the Trade Fair. The Japanese public will be allowed to shop in the market, and the entire Fair is being sponsored by the U. S. Department of Agriculture in co-operation with Japan and its trading companies.

All phases of North Carolina's agri-business community will be well represented, and the anticipation of those involved is that this will strengthen the United States and, particularly, the agricultural states export to the islands, helping to counter-balance the trade barriers pressure now being exerted in the Congress.

In the opinions of most U. S. experts in world trade, imbalance in trade cannot be corrected by shrinkage of the market. About the only way to correct imbalances is enlarging of the market. This is the primary purpose of the Agricultural Trade Fair in Japan.

For example, in 1967, November, a large shipment of the Dare soybean, a bean developed for the Japan market, left Morehead City. This may be a forerunner of larger shipments of other N. C. agricultural products to the islands.

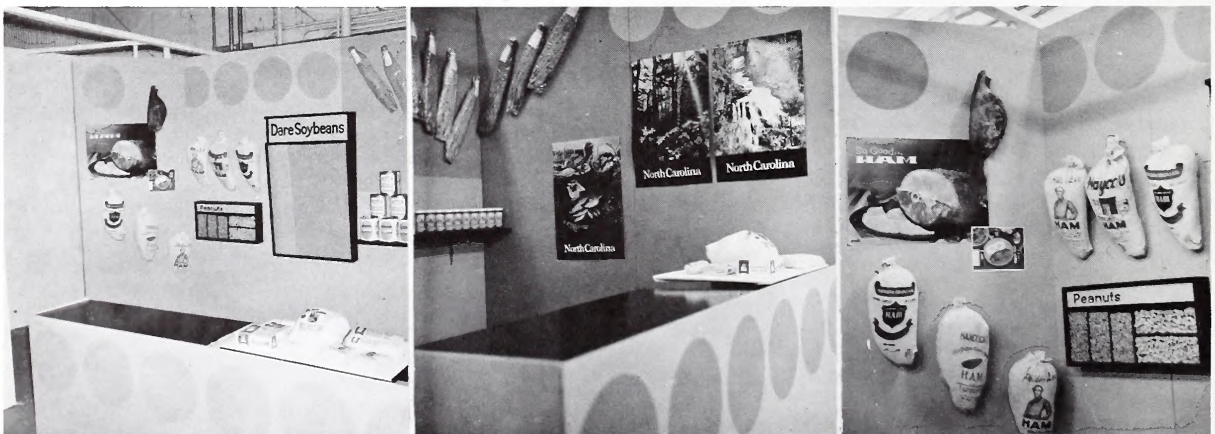


Congressman David Henderson, 3rd District, North Carolina

"This special shipment of edible high quality soybeans in bags through the Morehead City Port is of interest to me, as I believe it might well lead to the establishment of permanent arrangements of this type in which a Japanese buyer purchases from an individual farmer or a large farm group in Eastern North Carolina soybeans of this quality to be shipped from the Morehead City Port.

I have worked for years with the State Port Authority, to help to promote use of the Morehead City Port for shipment of poultry, tobacco, and other farm products to other countries and I hope that this special soybean shipment indicates a real breakthrough.

I congratulate the North Carolina Soybean Producers Association the N. C. Department of Agriculture, and the Ports Authority. Also, the buyer and all others who helped in the endeavor."





# From Trash to Jewels in Historical Adventures

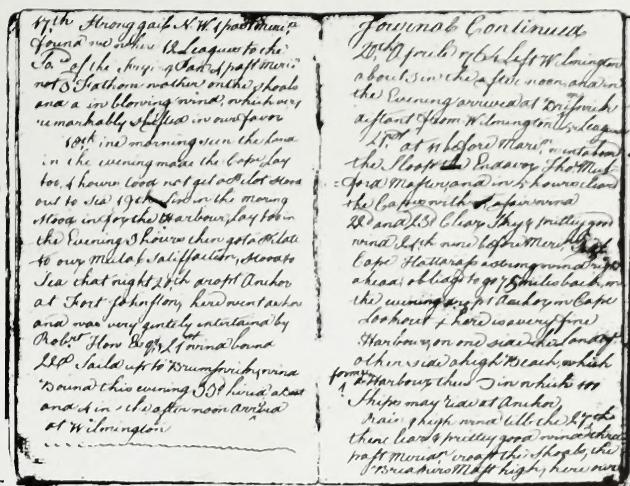
by: J. C. Knowles\*

What some persons consider trash, others find to be real jewels of historical adventures. A case in point is the recent find (in trash) of a diary belonging to a one Mr. Andren Boyd, of North Carolina, dated 1762.

In November of 1763 our Mr. Boyd took a trip from New Castle, Delaware to Wilmington, North Carolina via ship. The following is a day by day account of his voyage.

- November 6, 1763, Sunday evening — went aboard the ship Rockbuck, Captain Sam Smith, master. Then lying at Gloucester Point.
- November 7, in the evening dropped anchor below New Castle.
- November 8, saila with a bad wind to Ridey Island. Wind bound.
- November 9, went ashore, shot turkeys
- November 10, rain and easterly wind
- November 11, rain and easterly wind
- November 12, cleared the cape about meridian
- November 13, fair wind
- November 14, saila past Cape Hattaras, N. E. wind
- November 15, past Cape Lookout Shoals, less than 8 fathons, 10 leagues from shore
- November 16, about meridian, S.W. wind beat us into the gulf stream. Here we were in great danger, the vessel wanting ballast and high seas lasted till 12 past meridian
- November 17, strong gail N. W., 1 past meridian found no where 12 leagues to the south of the Frying Pan. 4 past meridian not 3 fathons water on the shoals and in a blowing wind, which very remarkably shifted in our favor.
- November 18, in the morning seen land. in the evening made the Cape Lay. Took 4 hours, could not get a pilot, stood out to sea.
- November 19, Six in the morning stood in for the harbor, lay too in the evening. three hours, then got a pilot to our masters satisfaction, stood to sea that night.
- November 20, drop anchor at Fort Johnston, here went ashore and was very gently entertained by Robert Horne, Esqr.
- November 21, wind bound
- November 22, saila up to Brunswick, wind bound that evening.
- November 23, hired a boat and 4 in the afternoon arrived at Wilmington.

It took 17 days to complete the voyage from New Castle to Wilmington. At this point there is nothing written in the diary. It is with regret that Mr. Boyd did not keep a day by day account of his doings in Wilmington. He spent five months



in Wilmington and the diary picks up again on the day of his departure.

- April 20, 1764, left Wilmington about 3 in the afternoon and in the evening arrived at Brunswick, a distance from Wilmington, 5 leagues.
- April 21, at 11 before meridian went aboard the Sloop Endanor, Thomas Munford, master, and in 5 hours cleared the cape with a fair wind.
- April 22, clear sky and pretty good wind
- April 23, clear sky and pretty good wind.
- April 24, nine before meridian south of Cape Hattaras a strong wind right ahead, obliged to go 75 miles back, in the evening dropped anchor in Cape look out. Here is a very fine harbor, on one side of the land, other side a high beach, which forms a harbor thus in which 100 ships may ride at anchor.
- April 25, rain and high winds
- April 26, rain and high winds
- April 27, clear and pretty good wind. three past meridian, the breakers mast high, here our Boom tackle gave way, lay too 1 hour, got it mended and underway.
- April 28, about meridian to the east of Cape Hattaras violent N.W. wind, lasted 4 hours then calm.
- April 29, calms and squalls which continued till May second.
- May 4, about 4 past meridian entered bay
- May 5, bad wind, dropped anchor by New Castle. Six in the morning went ashore at Marcus Hook, there hired a horse and in the evening arrive at Philadelphia.

This marked the end of our Mr. Boyd's trip to and from North Carolina. It is of interest to note that you would never have read this account of this voyage had I not recovered it from the trash. There is a moral to this tale. The general rule of thumb in dealing with what we may consider as trash should first be gone through by those who know what is trash and what are jewels in historical adventures.

\*J. C. is Executive Secretary of the North Carolina Academy of General Practice. He is also an authority on antiques and is in his terminology an "amateur" historian. He is also Director of a new organization in Raleigh called Historical Raleigh, Inc.





## SUNNY POINT KEEPS THE AMMUNITION MOVING



The modest sign, green with white letters, reads:

**U.S. ARMY  
HEADQUARTERS  
MILITARY OCEAN TERMINAL  
SUNNY POINT**

Sitting beside the highway south of Wilmington, five miles north of Southport, North Carolina, it designates the entrance to the isolated-by-design ammunition loading terminal of the Military Traffic Management and Terminal Service (MTMTS), located on the west bank of the Cape Fear River.

The deceptive serenity of the surrounding countryside, however, belies the bustling activity within—which becomes immediately apparent at the main gate of this modern terminal operating at peak capacity in support of the Vietnam operation, shipping a large percentage of all ammunition from the United States for all the services.

Trucks labeled "EXPLOSIVES" roll to the entrance of Sunny Point, where signs enforce stringent safety regulations with their message—

**NO SMOKING  
NO MATCHES NO LIGHTERS  
RESTRICTED AREA**

for safety inspection and authorization to proceed into holding areas prior to unloading their cargo of ammunition





into the holds of waiting ships at the wharves.

A subordinate installation of the Eastern Area, MTMTS (EAMTMTS), under the command of Brigadier General Arthur Hurow, USA, Sunny Point is the only active Army ammunition terminal in the United States specifically designed solely for the transfer of ammunition and explosive cargo from land to sea, or vice versa.

Planning for the terminal began in 1950, with its location picked for geographical and topographical features, plus the availability of labor in the area. The plans called for the inclusion of the most modern safety precautions in the construction of the installation. Determination was also made that, in the interests of safety, the installation would serve only as a shipping and receiving site, with no storage and receiving of ammunition or explosives, except for short periods of time.

To accomplish this, Headquarters, EAMTMTS, maintains records of cargo that has been offered, and when a sufficient amount has been generated for a destination, requests MSTSLANT to furnish a vessel to lift it. After receiving confirmation of the date a vessel is to be on berth at the terminal, Headquarters, EAMTMTS, notifies the origin shipping agencies to move the cargo to

arrive at the terminal at about the same time as the vessel. With this type of coordination, vessel and cargo arrive simultaneously, facilitating loading and avoiding delays in the vessel departure and storage.

Included in the safety design were the provision for revetments surrounding holding areas for both trucks and rail cars, and dispersal of these areas throughout the terminal proper. As an added precaution, an additional permanent easement to serve as a buffer zone surrounding the terminal was also planned.

Construction of the terminal began in 1952, and was completed in April of 1955, with formal dedication in October of the same year.

Its three identical wharves with flush and filled railroad tracks allow direct loading of ammunition from rail cars or tractor-trailers onto ships.

Roads, fire lanes and railroad tracks lace the installation, with fire lanes permitting easy access to any portion, while roads and tracks carry truck and rail traffic to various locations throughout the terminal and to the wharves.

Commanded by Colonel Archie B. Joyner, Jr., the terminal is principally operated by Civil Service personnel who perform the normal administrative and service functions, plus a small military

complement in key positions.

Loading and unloading are accomplished by contracted longshoremen on an "as needed" basis. At the present time, from 12 to 15 gangs are used each day.

Ammunition loading, is not the complete story of Sunny Point, for other cargo also flows through the terminal, bound for various portions of the globe.

The workload constantly rises, forcing the work crews into six, and often seven-day weeks. The story is best told by statistics—from July 1966 through May 1967, the total tonnage was 737,068, nearly double that of the entire previous year.

To enhance its capabilities for handling cargo and personnel, Sunny Point, during early 1966, prepared its own LST landing site and has, during the past year and a half, handled 60 LST's from the strip. Used primarily for unit moves, the LST area has serviced both Army and Marine Corps organizations.

Handling every type of ammunition and explosives current today, plus unit equipment for all types of contingencies, and justly proud of their contribution to the MTMTS mission of keeping our troops supplied wherever they may be, Sunny Point personnel will tell you—"You get it to us, and we'll get it afloat real quick."





There's plenty of muscle in properly designed and built cargo containers. Here five 20-foot units are coupled together to demonstrate the strength of their container frames and of the couplings.

CTI-Container Transport International Inc. now offers its European customers special rail container cars. Shown below, the cars can accommodate a variety of containers, including those conforming to ISO standards (note front car).



## CTI Operating Fleet of Rail Container Cars in Europe

CTI—Container Transport International Inc., which three years ago in a pioneering development launched the first railway container car in this country, is now operating a fleet of similar cars in Europe, according to Thomas G. Newman, company president. Mr. Newman noted that the chief advantage of the cars is that the containers on them travel tare-free.

All the cars are matriculated in the European Rail Union and therefore may pass freely from one country to another.

Mr. Newman said that the cars are designed to carry one 40-foot container, or two 20-footers, or a combination of small units whose combined length is less than 45-feet 11-3/10-inches (13 meters). Heide Company of Wilmington and Morehead City represents CTI.





Left to right: Mr. W. H. Friederichs, Major Mauricio Aquiles Funes from San Salvador, El Salvador, Central America, Mr. Hugh Hardaway, Mr. Guido Armondo Lucho also from San Salvador, and Mr. E. H. Fernandes.

## Salvadorians Complete Puertos Amigos Program

Two Salvadorian port officials completed five weeks of intensive operations training at the State Port Terminals in Wilmington in one of such programs to be arranged through the Puertos Amigos Program of the Organization of American States and the American Association of Port

Authorities.

Wilmington Port personnel received the trainees enthusiastically. The gentlemen are: Mr. Mauricio Aquiles Funes and Mr. Guido Armondo Lucho of San Salvador, El Salvador, Central America.

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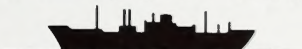
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### Floor Covering Mills, Products

*South Africa*—Woven carpets, rugs.

### Yarn, Thread Mills, Products

*Morocco*—Yarns, nylon, rayon, viscose, cotton.

### Men's, Youths', Boys' Furnishings, Work Clothing

*Netherlands*—Cotton underwear for men, especially boxer shorts, T-shirts, briefs, athletic shirts.

### Sawmill, Planing Mills

*Germany*—North Carolina pine, pitch pine, Oregon pine, rough.

### Industrial Chemicals

*Uruguay*—Industrial chemicals, raw materials, specialties for paint, rubber, plastics, glass, ceramics, tannery, cosmetic industries.

### Fabricated Rubber Products

*Netherlands*—Medical and laboratory products.

### Plastic Products

*Netherlands*—Transparent wrapping and packaging materials.

### Glass, Glassware

*South Africa*—Glassware: exclusive tableware; art, decorative and novelty.

### Heating Apparatus, Plumbing Fixtures

*Germany*—Oil burner parts, attachments, such as electric motors, high pressure pumps, nozzles, condensers, ignition electrodes, ignition transformers, magnet valves and oil firing accessories.

### Farm Machinery

*France*—Small garden tools and agricultural implements such as lawnmowers, hedge trimmers, rotary tillers, chain saws, garden cultivators, portable power sprayers.

### Construction, Mining, Materials Handling Machinery Equipment

*Uruguay*—Lift trucks, 35, fork, other types, hydraulic.

### Special Industry Machinery

*Australia*—Equipment for irradiation sterilization of foodstuffs, pharmaceuticals, other materials which can be so treated.

*Uruguay*—Machinery for paint, rubber, plastics, glass, ceramics, tannery, cosmetic industries.

### Service Industry Machines

*Netherlands*—Water purification equipment for swimming pools; car wash equipment; household water softeners.

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*France*—Electric lighting, wiring equipment, including lighting fixtures, electric installations, devices and accessories, supplied for residential, commercial, or industrial uses; 220 volts, 50-cycle D.C.

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*France*—Electronic components, parts, accessories and supplies for industrial, commercial and special uses, including condensers, transistors, electron tubes, precision and sub-miniature devices, electronic switch modules, related lines suitable for utilization in France.

### Surgical, Medical, Dental Instruments

*Netherlands*—Medical, surgical instruments, accessories of all types.

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*South Africa*—Toys of special excellence.

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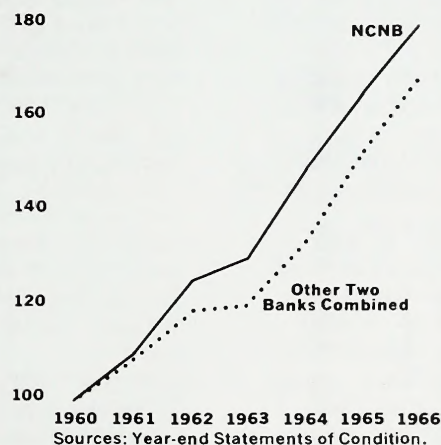
*South Africa*—Antique furniture, home furnishings, and objects of art.



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serve business interests throughout the country.

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## STATE PORT TERMINAL WILMINGTON

*W. H. Friederichs, Operations Manager*

**DRY CARGO WHARF:** 3,695 feet of continuous marginal concrete wharf with wide aprons. 34 feet of water alongside at mean low water (channel project now being deepened to 38 feet) capable of working seven vessels simultaneously.

**TANKER BERTH:** T-head type with mooring dolphins, supported by tank farm and available undeveloped area.

**TRANSIT SHEDS:** Four fully-sprinklered, modern, concrete, steel, and masonry buildings total 506,000 square feet.

**OPEN BERTH:** 800 continuous feet, as well as other open areas between sheds and at ends of wharf, backed up by 13 acres of paved open storage accessible by rail or truck.

**WAREHOUSES:** 500,000 square feet, fully sprinklered. **BONDED WAREHOUSE** space available by arrangement with management.

**CARGO STORAGE SHELTER:** 240,000 square feet, open ends, concrete and steel, paved building, equipped with overhead bridge cranes and served by truck and rail access to all parts.

**U. S. CUSTOMS SERVICES:** All services for the Port of Wilmington, including Classification and Value Section, located on terminal property.

**SCALES:** Two truck scales and one railroad car scale conveniently located on terminal. Certified weighmasters on 24-hour duty.

**TRACKAGE:** Double marginal tracks with cross-overs along full length of wharf apron. Depressed tracks serving rear of transit sheds and warehouses. Storage yard capacity—370 rail cars. (Four diesel switching engines operated by the terminal.)

**HEAVY EQUIPMENT:** Two 45-ton gantry cranes used singly or in tandem; also equipped for 80-inch magnet and two or six-yard bucket operations. A third crane operational 1968—75 tons at 70 foot radius.

**CARGO HANDLING EQUIPMENT:** Forklifts of various capacities with accessories—cotton and paper clamps, etc., tractors, cargo trailers, 5-ton mobile crane, stevedore-type cargo pallets.

**LOADING & UNLOADING:** Direct discharge or loading between ship's tackle and open top railcars possible by prior arrangement. Rail and truck docks for loading and unloading at transit sheds and warehouses; ramps for easy access into sheds and warehouses.

**FUMIGATION:** Modern fumigation plant with two large vacuum chambers.

**SERVICES:** Seaboard Coast Line Railroad Company plus numerous highway motor carriers. Locally domiciled Stevedoring Companies, Ships Agents, Customs Brokers, and Freight Forwarders.

**SHIPSIDE SITES:** Including existing rental buildings available to private enterprise for specialized purposes.

**SECURITY:** Security force on duty at all times.

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*Charles McNeill, Operations Manager*

**WHARF:** Concrete and steel, 3,625 feet long 45-foot apron. Berth six 500-foot cargo ships and one petroleum tanker. Depth 35 feet at mean low water.

**TRANSIT SHEDS:** Three total 220,000 square feet. Two of steel, concrete and masonry, one of metal. All sprinklered with deluge systems.

**WAREHOUSES:** Seven storage warehouses, totaling 556,000 square feet, sprinklered with deluge systems. Total 30 fire segregation sections.

**OPEN STORAGE:** Open storage are available.

**SCALES:** Certified public truck scales available on terminal.

**TRACKAGE:** Double marginal tracks with cross-over, full length of wharf. Single depressed track full length rear of transit sheds and warehouses. Southern Railway freight car storage yard adjacent to port property.

**CARGO HANDLING EQUIPMENT:** Fork lifts with detachable accessories such as barrel clamps, cotton clamps, pallets, etc. Facilities

for full palletization cargoes. Tractors and trailers. Berths 6 and 7 designed for two 75-ton gantry cranes operational 1968.

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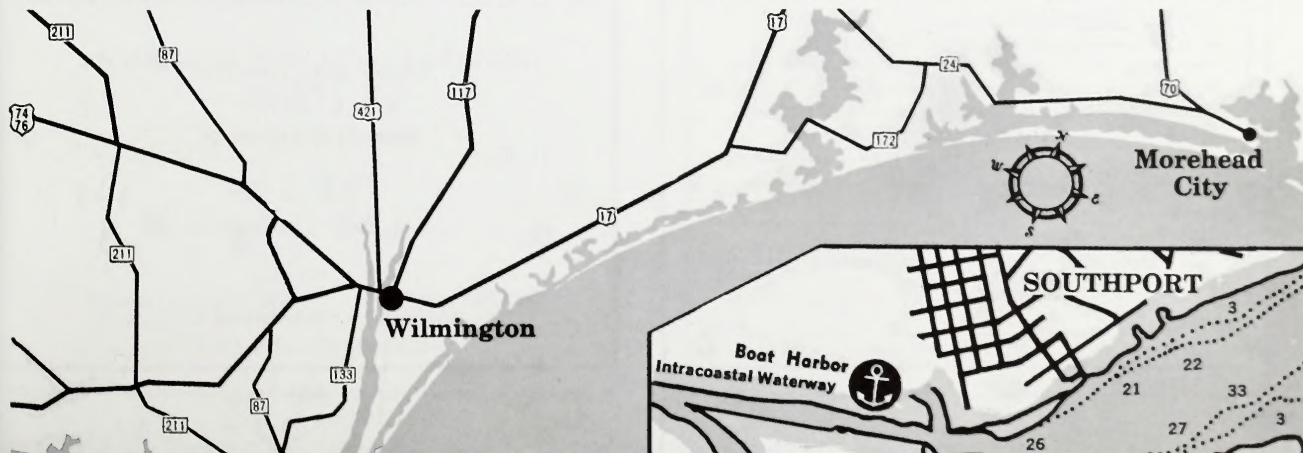
**LOADING OR UNLOADING:** Truck and rail docks for loading or unloading at transit sheds and warehouses; easy access into transit sheds and warehouses.

**FUMIGATION:** Latest, largest and fastest vacuum cyanide and acritet fumigation facilities. Two 9,000 cubic foot steel chambers, fully mechanized.

**SERVICES:** Served by the Southern—A&EC Railway system and the Beaufort-Morehead Railroad plus numerous highway motor carriers.

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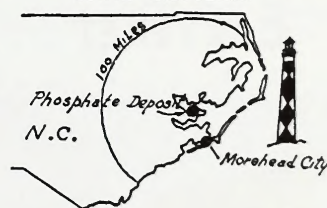
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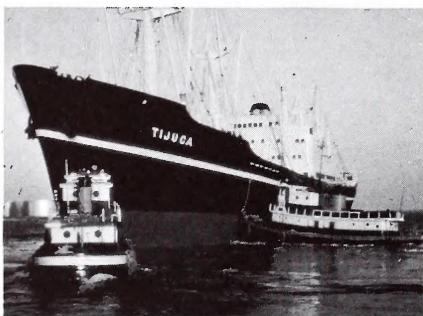
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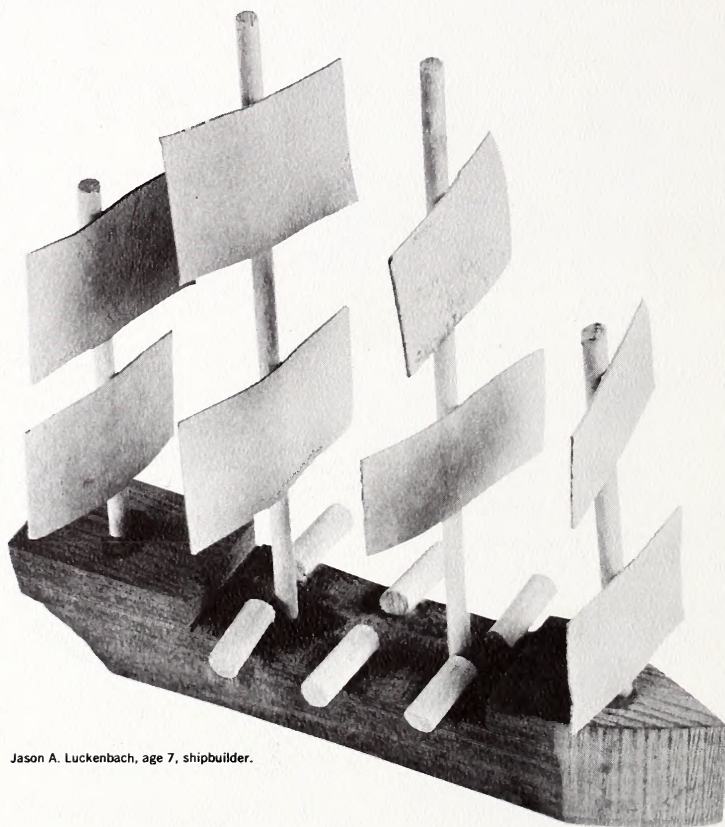
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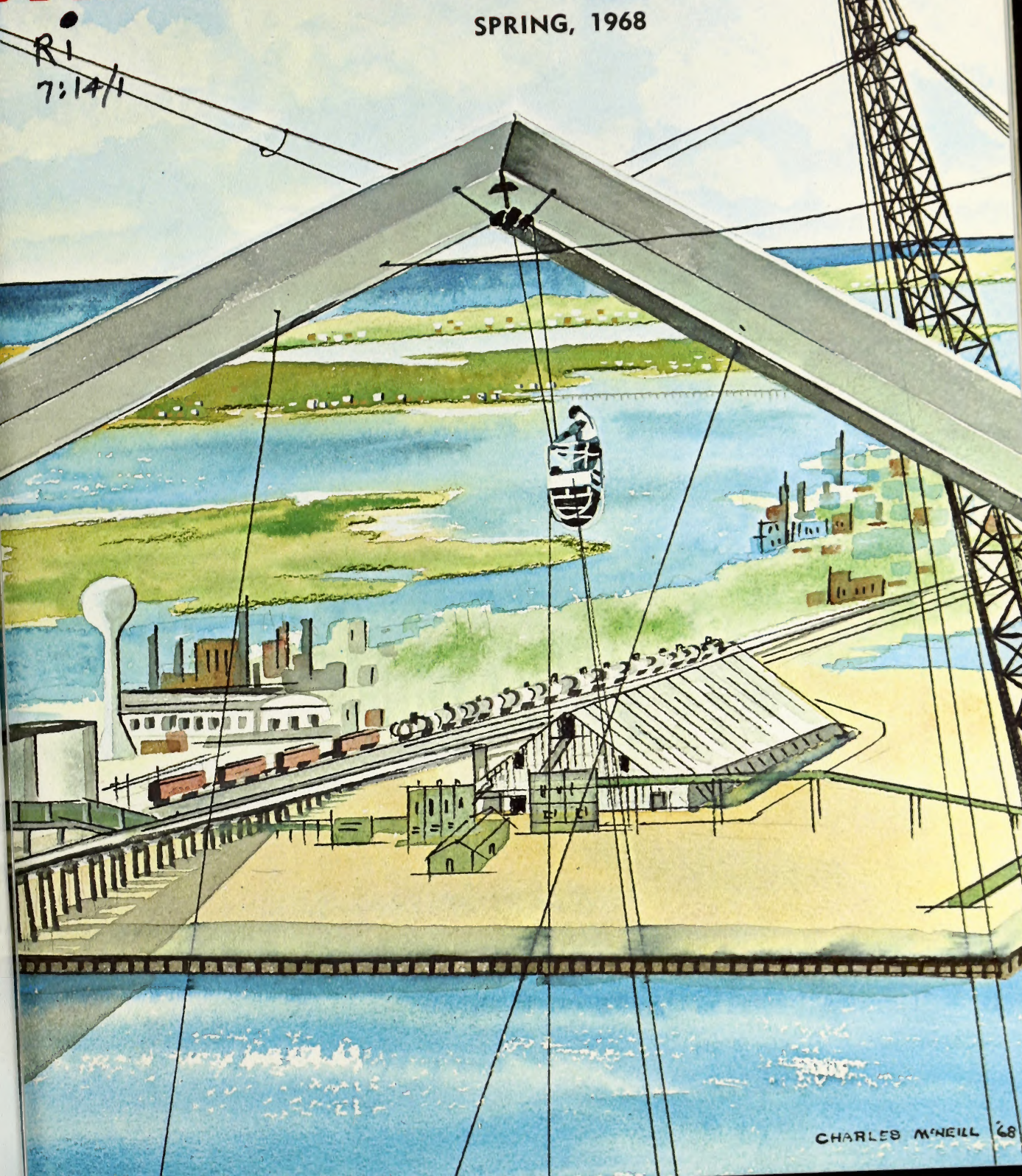
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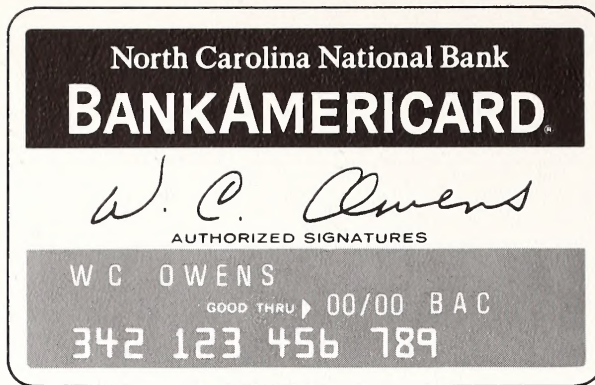
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**(A credit card for clothing,  
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# Bulk Facility-Dedication



GOVERNOR MOORE

On August 2, 1968—Governor Moore will dedicate the giant Bulk handling and 3,000 ton per hour “off loader.” (see construction photos here)

The construction is very near completion. Operations will start about July 1 and indications are that the phosphate mines in nearby Beaufort County will use this facility to great advantage helping the industry, the port terminal, the area, and the farmers.

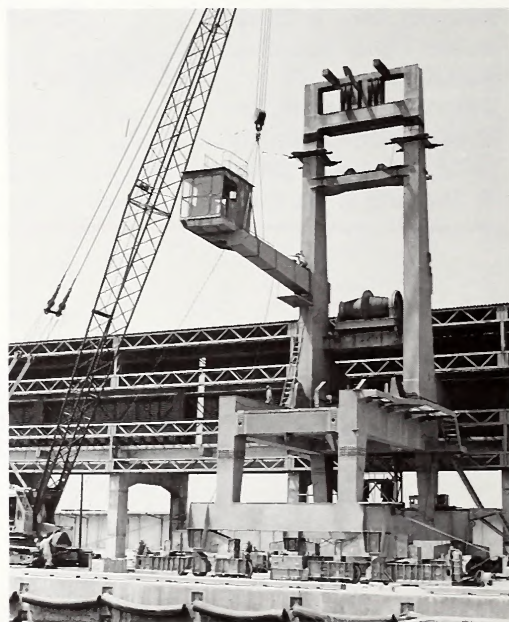
Financed by the U.S. Department of Commerce’s Economic Development Administration, secured with revenue bonds of the State Ports Authority and a minimum use contract of 1,000,000 tons annually with interim construction loans handled by local commercial banking, the negotiations and construction is a classic example of “government-industry cooperation” at both state and federal levels.

Dedication ceremonies will be public and will be at the site at 2:00 P.M.



Phosphate Storage Building interior with Bucket Wheel Reclaimer.

Phosphate Storage Building interior showing Traveling Hopper on Conveyor #6.



Above, Gallery & Shiploading Tower looking S.W.

Below, Transfer Tower & Motor Control Center.





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OFFICIAL PUBLICATION

## North Carolina STATE PORTS



SPRING ISSUE, 1968, SPA MAGAZINE

VOL. 18, NO. 1

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In this issue we present for the third time a continuing feature called, "Roaming the Seven Seas with Betty Casey." The feature is being written for us by Mrs. Casey of Greenville, North Carolina. Mrs. Casey has spent many years traveling, particularly in the orient and the south seas. The third feature is on Manila. (See Pages 12 and 13).

Photo Credits should be given to: Bob Simpson, Morehead City, Tom Lindtvit, Morehead City, Babeok & Wileox, J.M.C., Ken Cooke, WRAL-TV, Philippine Tourist & Travel Association.



The cover this issue is another Charles McNeill original water color. The artist was allowed to use a little symbolism here, which is indicated by the giant girders in the foreground. However, the main picture is a reproduction from a "different angle of the almost completed bulk handling facility at the Morehead City State Port Terminal.

For information about:

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In the foreground is an ancient Japanese Garden several hundred years old, and in the background is the new City of Tokyo looking toward the Akasaka District. Almost everything in sight, except the garden, has been built since 1947.

# REPORT on JAPAN

by L. C. Bruce

The State Ports Authority is most interested in Japan because of the large volume of trade moving across State operated terminals now, between North Carolina and Japan, and because of the increasing demand for North Carolina commodities and goods in the Japanese Market.

Value of exports to Japan, now moving through N.C. Port terminals, makes that country the leading customer of N. C. Ports.

For these reasons when the opportunity came to send a representative to Japan during the recent American Festival, a food and agriculture trade exhibition in April and we were fortunate to be chosen.

Accompanied by many people from Pennsylvania, Indiana, Illinois, New Mexico, Washington and Missouri, we arrived in Tokyo on April 6 to join other North Carolinians already there —representing Travel Promotion, Department of Agriculture, Export Managers, Soya Bean Producers, and Governor Dan K. Moore who with Mrs. Moore was to have been an honored guest of the Japan Tobacco Industry and who also was to have accompanied U.S. Secretary of Agriculture Free-

man and other Governors of Agricultural States on an inspection of potential markets for North Carolina and U. S. products.

Governor and Mrs. Moore had to cancel their plans at the eleventh hour, so he was represented at functions on April 5, 7, and 8 by William F. Hensley, Asst. Director of the Department of Conservation and Development, who was in Japan at the time promoting travel to North Carolina. Incidentally, according to Mr. Hensley, Japan now furnishes more travelers in U. S. A. than any country outside the western hemisphere.

Also present in Tokyo were Mr. and Mrs. John Palmer. He is president of Tobacco Associates, Inc. his assistant Mr. Robert Minor, also Mr. and Mrs. Malcolm Seawell of Tobacco Exporters of the U.S. and former Tar Heels Dr. and Mrs. Hugh Kiger of the U.S. Department of Agriculture, Washington, D.C.

Now, let me point up some of the changing and improving trade relations between the industrial and commercial world of Japan and the industrial and commercial world of North Carolina.

To begin with, we are today only sixteen hours flying time via Chicago and Anchorage, Alaska from Tokyo. So almost half way around the world, and less than one day's journey, nestles an industrial nation with "USA-type get-up-and-go" in a climate and landscape so similar to western North Carolina that, if the Coastal Plain touched the mountains in North Carolina, our terrain would be exactly like theirs.

Customs and the dress of the people have changed to such an extent that following a few days in Tokyo in the financial and trading district one is hardly conscious that he is observing oriental people.

The Japanese are an ethnic group, who have been isolated, geographically, until World War II, to the extent that they have developed a different culture from their neighbors, similar developments are noted in Western groups of people, such as the Scottish Highlanders.

Motivation, of course, in the commercial and industrial life of Japan is one of survival. It is the age-old struggle of man everywhere to survive against a supply of food and





Mr. Takeo Shoji, President  
Japan Manopoly Corporation



L. to r. at North Carolina luncheon H. Gato formerly of Raleigh now Tokyo, with Japan Manopoly Corp. Yoichi Sasaki Vice President, Japan Manopoly Corporation—Mr. Sasaki visited North Carolina in 1967.



L. to r.: Mr. R. Minata, Mr. Robert Minor, Mr. John Palmer, Mr. William Hensley, Mr. F. Hashiko is Managing Director and Mr. Minata is Director of Export-Import Department of Japan Manopoly Corporation (Tobacco).



Parking lot as seen from "bullet train" en route to Kyoto.



Typical street scene from elevated street crossing on train from Tokyo to Takasaki.

water, which is always critical and could be disastrous. To stay ahead of this potential disaster, a fine transportation and distribution system has evolved, which counts as integral parts—ocean shipping on the one hand and rapid transit public land transportation, such as railways, on the other. Without question, the railway operators everywhere might learn a great deal from the passenger service of the Japan National Railway System.

The famous bullet train, which travels from Tokyo to Osaka via Kyoto, is a marvel of modern transportation, with only two stops, and those for two minutes each to discharge and take on passengers in Kyoto and Nagoya. The speedometer in the buffet car registers at times 210 kilometers per hour, which translates into top speeds of 135 miles per hour, the train averaging 101 miles per hour for distances of over 320 miles.

While speeding through railroad yards in such towns as Nagoya, Kyoto, Yokohama, Osaka, we noticed many

modern transportation ideas. For instance, we saw a "K" Line unit train, composed of "K" Line containers.

In Yokohama Harbor, we were the guest of Customs officials, and were treated with a motor launch's eye-view of the most formidable merchant ship in the world. This vessel recently launched and almost finished super tanker of 270,000 dead weight tons, is, until its big sister is launched (310,000 dwt) next year, the largest ship afloat. Her deck towers over the mast of a 10,000-ton merchantman, berthed nearby, and I recall markings on her hull indicating draft of 64 feet when loaded.

What about trade with North Carolina? At the present time, Japan is probably the largest customer of the State of North Carolina. If not already, it is fast becoming such. We tend to be more conscious, of course, of imports from Japan, because of the domestic competition. It is true that imports from any country compete with domestic industry, however,

world trade, to be successful, must operate as "a two-way street." Imports tend to create export trade, communications and facilities to expedite either are the same.

We have heard much talk recently about North Carolina soybeans going to Japan. It appears that Japan creates a demand for soybeans by the use of soya sauce, eating the bean itself and using bean derivatives as food-stuffs; also they extract oil and meal from the bean for other purposes. Such is the extent of use that annually, we are told, Japan has an estimated deficit of 18 million bushels of soybeans. At thirty-six bushels to a metric ton, this translates into 500,000 metric tons, or 600,000 acres of soybeans at thirty bushels an acre. Somewhere in the world, potentially in the U. S. A., right here in North Carolina, someone can produce this crop of soybeans for the Japanese market each year. Unless North Carolina, the South or the Midwest, are able to meet this demand with an

(Continued on page 14)



## Large Norwegian Liner Sails From Wilmington



According to one account of the sailing of the M/S Sagafjord, 500 passengers moved out of Wilmington State Port Terminal on the way to the Caribbean on April 5th. Reports are that the North Carolina State Ports personnel did a magnificent job in the face of unforeseen difficulties. For example: On April 4th the untimely death of Dr. Martin Luther King occurred. The M/S Sagafjord was scheduled to leave at 4:00 p.m. April 5.

Longshoremen, employees of privately owned companies handling the ship, stopped work at 2:00 p.m. as a memorial to Dr. King. However, through combined efforts of many people, the ship was able to depart on schedule.

## Another First For The Port Of Wilmington

On March 28th, another first was established at the Wilmington State Port Terminal. Two 75.5 ton boilers were loaded by the gear of the Hansa Line vessel FALKENFELS. These boilers, manufactured by the local plant of Babcock and Wilcox Company were destined for a chemical complex on the Persian Gulf.

The Hansa Line, which serves Wilmington bi-monthly from the Meditterrean and outbound to the Persian Gulf, is known as the largest heavy lift fleet in the world. Vessels of this line can single lift with their own ship's gear, up to 550 tons. Hansa Line is represented at Wilmington by Waters Shipping Company.





## Ports Authority Meets In Winston-Salem

The North Carolina State Ports Authority held its regular bi-monthly meeting in Winston-Salem in March in the Board Room of the Wachovia Bank & Trust Company. This spacious building is reputedly the tallest building in North Carolina, towering over downtown Winston-Salem thirty-two stories.

It was a significant meeting for the State Ports Authority because of the large number of shippers and world traders that were associated in two satellite gatherings. The first—a reception at Hotel Robert E. Lee on the evening before, and the second—a Luncheon following the meeting on March 14th.



BRUCE, JACKSON, GUDGER, BOWERS, WEATHERS, DAVIS, RICHARDS, GLENN, PURVIS, ROSS, PHARR, LEE, DeYANE

## WORLD TRADE ASSOCIATION CHARLOTTE



L. to r.—Leon Moody, retiring president NCWTA, Russell H. Davis, Jr., Vice President International Affairs National Association of Manufacturers, Edgor Kirk, new president NCWTA.



Out of State guests of the Ports Authority at Seminar were: l. to r. Mr. W. Lubbe, South Africa, Mr. Naoko Okudo, Japan, Mr. J. A. Hordmon, Great Britain, Mr. Erik Fiil, Denmark, Mr. Russell H. Davis, Jr., V. P., International Affairs Dept. National Association of Manufacturers, Mr. Edgor Kirk, Raleigh, Mr. Phillip Ridley, Great Britain, Mr. Jeon Fourcade, France, Mr. Willie Fritch, Germany, Mr. C. Gordon Radebaugh, Belgium, Mr. Helmut Middleman, Germany, (not in picture but present), Mr. Antoni G. O. Smit, Netherlands, Mr. O. Bioto, Brazil.



Head Table: H. L. Weathers, State Ports Authority, of Shelby; Mrs. Weathers; Joel B. New, U. S. Department of Commerce, Greensboro; Russell H. Davis, Speaker; Mrs. Edgar Kirk; Leon Moody, outgoing President, North Carolina World Trade Association; Mrs. Moody, C. R. Horris of Pneumofil and Mrs. Horris.



# Twelve Full Ounces – Tarheel Become Synonymous

In Japan, the name "Pepsi-Cola" is synonymous with "Tarheel", and this was most surprising to visiting North Carolinians until the reason became apparent.

Seventy-four years ago in New Bern, North Carolina the soft drink beverage "Pepsi-Cola" was born, according to a book entitled, "Twelve Full Ounces" by Milward W. Martin, which was presented to the State Ports Magazine in Tokyo by the President of Pepsi-Cola Japan, Ltd, Mr. Alan Pottasch.

The original name, according to this book, was "Brad's Drink". The creator of Pepsi-Cola, a young pharmacist named Caleb D. Bradham, was the owner and operator of his own drug store in New Bern, on the corner of Middle and Pollock Streets. Born in a little town known as Chinquapin, North Carolina; educated at the University of North Carolina at Chapel Hill, and with a medical background from the University of Maryland, he had taught school in New Bern and eventually became the owner of the local drug store in 1893.

The new beverage, with which he experimented behind the fountain became known among his friends as "Brad's Drink, and on August 28, 1898 was officially named "Pepsi-Cola" by young Bradham himself. (See Cut).

We had been in Tokyo about twenty-four hours when this tie-in with North Carolina was brought to our attention at a Luncheon given by Governor Moore (in absentia.) William F. Hensley of the Department of Conservation & Development represented Governor Moore and introduced President Pottasch of Pepsi-Cola to the Japanese Travel and Trade Press and members of the tobacco industry who were present.

Appropriately, at a Greensboro meeting, the Travel Council of North Carolina, under the leadership of Mrs. Roland Potter of North Wilkesboro, had just two weeks previously presented the Pepsi-Cola Bottling Company of the United States with special recognition

awards for contribution to the travel industry of North Carolina by a colorful series advertising the Tarheel State.

There is a refrain in the traditional athletic "Fight Song" of the oldest state university in America at Chapel Hill which goes like this: "I'm a Tarheel Born and a Tarheel Bred." This refrain seems to have caught the attention of the people in Pepsi Cola all over the world. Surprisingly enough, many Japanese people are beginning to associate an American soft drink with the nickname "Tarheel" and the State of North Carolina.

The use of two Tarheel symbols by this magazine has been the practice since 1960—pointing out that Wilmington and Morehead City are Tarheel footprints overseas. Now comes Pepsi-Cola and this campaign followed by appearances of our Department of Agriculture at the American Festival in Tokyo. The reaction should be pleasant to the North Carolina business man working on his first export attempt to Japan if he deals with people in Tokyo.



L. to r.—George Anadale, Board Chairman of Pepsi-Colo (Japon), LTD. talks with his associates Alan M. Pottasch, President and Kotsuhiko Fujiyomo, President of Beverage Distributors. On the occasion of the North Carolino luncheon.

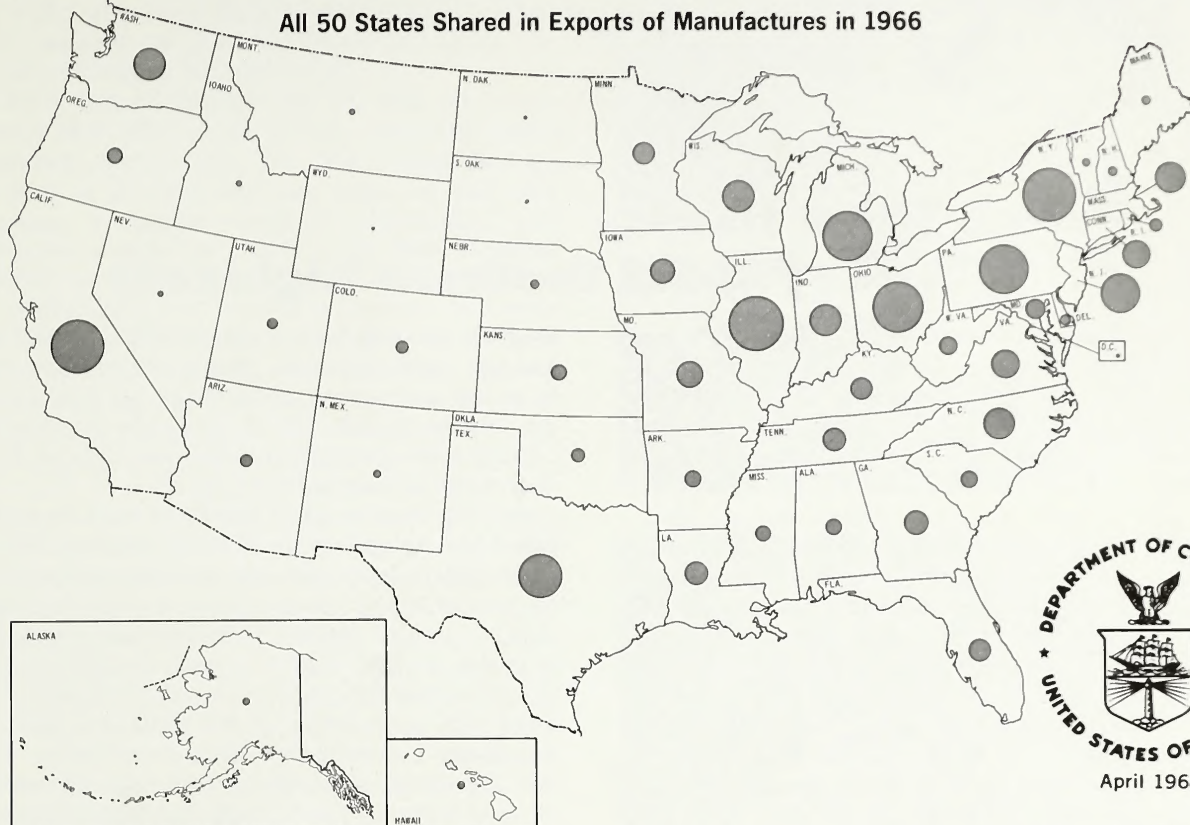


Left: Vern Strickland, WRAL-TV Raleigh from American Festival, Horume Island, Tokyo, Japan, right—Vern talks to modern Jopon ladies in Pepsi Cola Booth at American Festival—note North Carolina on map in background.



# Exports from North Carolina

All 50 States Shared in Exports of Manufactures in 1966



Information on exports of manufactures is based on the *Survey of the Origin of Exports of Manufactured Products 1966*, Series: MA-161 (66)-1 (Rev.), issued by the Bureau of the Census on January 17, 1968.

## Highlights

- ▶ Exporters in the State of North Carolina sold an estimated \$600 million of manufactured goods to foreign markets in 1966. North Carolina ranked thirteenth among the states in the value of manufactured exports.
- ▶ North Carolina's exports represented 2.8% of the \$21.3 billion total U.S. exports of manufactures in 1966, valued f.o.b. producing plant.
- ▶ Agricultural shipments from the state to foreign markets were estimated at \$306 million in fiscal year 1965-66, seventh highest in the nation.
- ▶ The state's fishery exports were about \$1 million in 1966.

## Manufactured exports

Winston-Salem and Raleigh are the state's principal centers of production for export. The bulk of Winston-Salem's overseas sales consist of tobacco manufactures. Electrical and nonelectrical machinery are the leading export items from Raleigh. Other important export centers are Asheville, Burlington, Charlotte, Durham, Greensboro, High Point, and Hickory.

## Agricultural exports

North Carolina's farmers have an important stake in exports of various agricultural commodities. Sales to foreign markets

accounted for 26% of the state's cash receipts from farm marketings in fiscal year 1965-66.

North Carolina's share of U.S. farm exports, including some manufactures of agricultural origin, was estimated at \$306 million in 1965-66. Seventh highest among the states, these shipments represented an increase of 22% in six years. Accounting for half of the nation's exports of tobacco, North Carolina shipped abroad \$201 million of this commodity in 1965-66. (Data include stemmed and redried tobacco discussed above under manufactures.) Other significant agricultural exports were feedgrains valued at \$29.7 million; soybeans, \$17.6 million; poultry products, \$6.8 million; cotton, \$5.8 million; and wheat, \$5.1 million.



# DOWN THE HISTORYLAND TRAIL

by  
(Mrs.) Elizabeth W. Wilborn  
Staff Historian, Division of  
Historic Sites, State Department  
of Archives and History

## With These Hands: A Story of the Southern Highlands

The hands are twisted and knarled with callouses, but the fingers are sensitive as they cradle the knife. Slowly emerging from the block of wood is a goose—graceful yet realistic. The hands may be the hands of G. B. Chiltoskey, a gifted Cherokee artist or they may be the hand of any mountain man, or yet a woman, boy, or girl.

For two hundred years such hands and talents have worked to produce an entire kaleidoscope of items—colored yarns, coverlids, baskets, pottery, wrought iron fireplace tools, wood pretties (made from berries, cones, and nuts), dolls or “puppets, dulcimers, stencil work, or knotted fringe.

When the bang of the loom and the whir of the wheel were first heard among the hills, the sounds were the sounds of necessity. In the cabins on the mountainsides few things were made for the joy of creating, for cash was seldom seen and articles to buy were scarce indeed. Children contributed long hours of labor as did the old folks, for furniture was made at home just as the feed was grown in “patches.” Women worked far into the night, and while a man could see by the firelight he whittled or worked a piece of leather. Fireside industry is a most descriptive term for this type of work.

When they settled the hills and coves of the Appalachian Mountains the pioneers brought few books with them and their scant furnishings; what they did bring was a vast wealth of folklore and folkways. For many years progress eluded the mountain people and life was simple and austere. When the schoolteachers and settlement workers, in the name of Enlightenment, moved into the area they found that the culture of the Southern Highlands was fast disappearing.

These missionaries began to collect and to preserve the knowledge of the descendants of the Scotch, English, Irish, and German pioneers. Old

songs, music and dances were revived, as well as many of the handicrafts. People were encouraged to set up their looms again, to put up their quilting frames, and to fire their forges. Gradually, finished items began to appear in city shops. The settlement schools were paying off.

Now came a time when standards must be established and maintained. In 1930 the Southern Highlands Handicraft Guild was formed and with it certain aims and goals were set—to encourage creative use of native materials and originally of design, to meet high standards in quality, and to seek outlets for items to be exhibited and sold. Today the early dream of the Guild is a reality, for shops—seasonal and year-round—offer for sale hundreds of products from the mountain areas of Maryland, both Virginias, both Carolinas, Georgia, Tennessee, Kentucky, and Alabama.

Membership in the Guild is open to groups and





to individuals. Museums display craft treasures from the past and a traveling exhibit is shown at colleges, libraries, art galleries, and museum. The area is also serving as a haven for artists and craftsmen who are not native born, who have brought with them their special skills. Thus we see displayed an enameled flower pin beside one made of silver or of a pine cone.

From July 15 through July 19, 1968, the Craftman's Fair will be held in the Asheville, North Carolina, auditorium. The Fair opens at ten O'clock in the morning and closes at ten each evening. A wonder world of enchantment and education awaits the visitor to the Fair. Working craftsmen explain the intricate details involved in producing a rug, a piece of pottery, or a corn shuck doll. Collectors come annually to add to their stores of what-have-you. Mountain folk dancing offers entertainment and hand-clapping and foot-tapping are unrestrained. Two Fairs in 1967—one in Asheville and one in Gatlinburg, Tennessee—recorded a total of more 44,000 visitors. The Fairs are more than just a show; they are a sales outlet for the work of thousands of mountain people. The Guild sponsors the Fairs and keeps a watchful eye on the products. It also continues its program of education through meetings, slide-lectures, and a lending library. The Gatlinburg Fair, October 22-26, will feature different artisans and entertainment. At both Fairs one may come and go all day on the price of one admission ticket. There are many side trips to be enjoyed in the Land of the Sky.

Whatever your taste, you will find something special at the Fairs. Do you long to own and play a dulcimer? Have you envied a friend's hand-made rifle? Would you like to wear a genuine stone, found, cut, and polished in North Carolina? Is there a spot in your den which needs a double-woven Cherokee Indian basket, a colorful piece of pottery or a hearth broom? If you like the finer things of life and feel that you cannot afford them, you should come to the Fair! Chairs and tables made by skilled craftsmen blend beautifully with furniture from nearly every period, and they are so reasonably priced. As a bonus you may get to know the man who made your furniture—these are mighty friendly people. Even the proud Cherokees—the first North Carolinians—bring to the Fairs their skills that were old when the White Man came. Their baskets, rugs, and woodcarvings are much sought after.

If you cannot attend the Fairs write to the Southern Highland Handicraft Guild, Post Office Box 9145, Asheville, North Carolina 28805, for



information. To quote from a Guild brochure: "Out of the needs and dreams of the mountain people, out of the strength and beauty of their land, grew the traditional highland crafts." The craftsmen believe with Allen Eaton, who wrote their story in 1937: "He who does creative work, whether he dwells in a place or a hut, has a window through he may look out upon some of life's finest scenes."



Floating coconut rafts down  
Pasig River to Manila.



# The Philippines, land of "Mabuhay."

3rd in a series called:  
*"Roaming the Seven Seas with Betty Casey"*  
containing her impressions and highlights of her  
visits to the Harbors of the World.

Warm voices hail visitors to the soft green swarm of more than 7100 tropical islands of the Philippines with, "Mabuhay" (ma-BOO-high). In Filipino, the national language, this traditional expression of hospitality means several things, among them—"long life," welcome," and "best wishes."

On Luzon, largest of the islands, roughly 500 miles from Asia, the double-sprawl of Manila, the administrative capital, and Quezon City, the legal capital, bulges with over two million of the country's 34.5 million widely contrasted, fiesta-loving population.

Ultra modern jet travelers and aboriginal, half-naked pygmy negritos still hunting with bows and arrows, live within fifty miles of each other. They eat bananas, papaya, mangoes, and coconuts from the same groves; rice from the same terraces and "lapu-lapu" fish from the same ponds. Sleek limousines mingle in traffic confusion with two-wheeled buggies drawn by tiny horses, legacy of Kublai Khan, wooden-wheeled carts pulled by lumbering "carabao" (water buffalo), and small "jeepney" busses named "Estrellita," "Kiss Me," or "No Time for Love."

Manila, seat of government and cosmopolitan life, is the country's main port city. It was named for pale green cabbage-like "nila" plants growing in the now dock-lined Pasig river which divides the metropolis and carries cargo to and from the Port of Manila.

The city faces West across 770 square miles of azure blue Manila Bay. The Bay is dotted with skimming hydrofoils and sailboats—catamarans, square-sailed canoe-like "bancas" with outriggers, mat-roofed "cascos," and fast mat-sailed "vintas." The wakes of wallowing "lorches" pushed along by thirty-foot bamboo poles cross trails with Inter-Island ships, rusty freighters and huge ocean-liners.

Landmarks, radiating like uneven wheel-spokes into the 120 mile, palm-fringed circumference girdling this fine natural harbor, pin-point some of the many bonds between

Filipinos and Americans. Two peninsulas, one large and one small, spread like welcoming arms around the harbor, their soil jointly stained with blood of brave men of both nations, shed in a common cause during WWII.

On the Southern arm, Sangley Point U.S. Naval Station clings to the tip of small Cavite peninsula. It can be reached from Manila across the corner of the bay in 12 minutes by hydrofoil ferry. Near this point, Commodore Dewey's defeat of the Spanish fleet led to the liberation, in 1898, of the Philippines from almost 400 years of Spanish dominance.

Just off the end of the large arm of Bataan peninsula, which juts from the north like a fighter's fist between the far side of the bay and the China Sea, tiny Corrigidor island stands sentinel guard in the mouth of the Bay. It is fifty minutes from Manila by hydrofoil. On a knoll overlooking Manila, acres of white crosses mark graves of WWII servicemen in the American Military cemetery.

Flaming sunsets briefly high-light day's end over the bay only to be snuffed out suddenly like a candle when the sun drops below the jagged ridges of Bataan across the water. Drifts of sweet fragrance from "sampaguitas," the tiny white national flower, mingles in warm tropical air with a smell like baking bread from copra ovens.

At night, modern hotels, restaurants and bars on Rojas Boulevard (formerly Dewey) bordering the bay come alive with neon lights and entertainment. In the "barrios" (villages), small, sun-browned boys ride muddy carabao in from their toil in the rice paddies.

Exports for almost 3000 ocean-going vessels anchoring yearly at the modern piers of the Port include: copra, sugar, hemp, logs, chromite, copper, iron ore, embroidery and canned pineapple. The Philippines supplies half of the world's coconut. Some imports are machinery, textiles, transport equipment, dairy products, metal goods, cereals, base metal and paper products.



The United States absorbs 40% of Philippine exports and originates 35% of its imports. Other chief traders are Japan, West Germany and the Netherlands.

A distinguished Filipino Statesman, Carlos Romulo, former Ambassador to the U.S. and President of the U.N. General Assembly in 1949-50, said, "The busy shipping in Manila's harbor, lying across the ancient trade lanes of the East, is this once remote island nation's lifeline to the world."

1963 imports of \$618.2 million compared to exports of \$727.1 million. This maturing democracy has moved towards large-scale industrialization, making great strides in electric power plants, mining, salt, paper, textiles, food preparations, beverages, pharmaceuticals, metal goods, electrical apparatus, cement, plywood, glass, rubber processing, wood furniture, flour milling and oil refining.

Recent set-backs have reversed the trend, raising import figures above those of exports—even to the point of making it necessary to buy rice. The year 1967, described by President Ferdinand Marcos as a "time of trial and challenge," saw the Philippines facing many problems. Plagued by drought, volcanic eruptions, typhoons, a stiffening Communist dissident movement, smuggling, and a yearly 4% population increase, poverty and unemployment increased. The average income is \$140 per year.

A four year development program has been initiated by

President Marcos to remedy some of these ills. Favorable reports on this program show some improvement and the nation's hopes of being self-sufficient in rice by the end of 1969 has been reinforced by the introduction of "miracle rice," developed by the International Rice Research Institute, which could raise yields by five to seven times. A much needed road-building project is reportedly progressing well.

Filipinos are sold on education. The establishment in Manila of Santo Thomas University in 1611 by Spanish colonizers preceded America's oldest University, Harvard, by twenty-five years. The Spainards also left a unique heritage—ninety percent of Filipinos are Catholic. Almost fifty years of American control, up to the time of Philippine independence on July 4, 1946, ushered in the English language, many schools and a veneer of Anglo-Saxon civilization.

These influences are surface covering for the basic Malay background of the inhabitants. This Occidental culture in a purely Oriental setting, strongly links the Philippines, the only Christian nation in Asia, with the West.

"Mabuhay" also means "Godspeed," "goodluck," and "farewell." With this in mind, departing visitors return the friendly greeting.

"Mabuhay!"

Manila Harbor, as seen from the air.





(Continued from page 5)

economically transportable and usable bean, this market will go to other countries. It is well known that many countries have a soybean shortage, but are producing, using and selling sunflower seeds and other commodities as substitutes.

We are also told that the North Carolina peanut, which is at present a fairly stable commodity on the domestic market, has been introduced to the Japanese market, however, we observed U. S. techniques of processing were not too apparent. One of the purposes of the trip was to attract the attention of the Japanese population to the high protein content and desirability of consuming North Carolina peanuts.

The crux of their situation, of course, is a desire to supplement the diet with high protein foodstuffs due to shortages of red meat. This shortage exists because of lack of space to produce feed grains and the lack of land on which to husband large animals.

So it was that many segments of the North Carolina Trade and Travel World sent envoys to Japan—and so it was that we found many markets limited only by man's imagination and energy.

Without reservation, we report to the business community as follows: If you want to increase your sales, help balance payments and increase trade with your own nation's best friends in Asia, then enter the markets of Japan with a strong sales effort. It will surprise you. For ready opportunities, write to us or to Joel New, U. S. Department of Commerce, Box 1950, Greensboro, N. C.



Speeding along in excess of 100 mph this photo shows monorail in foreground, express highway center, ancient castle and modern city right, note another railway bridge over river in background.



Japan farm foreground—modern industry background.



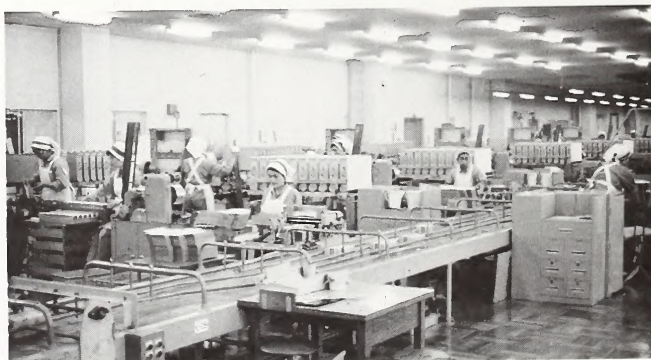
Nursery for children of workers in modern industrial plant.



We made this photo as "Hikari" or "Bullet Train" speeds through yards in Osaka with us on board. (in background) modern industry—(center—"K" Line unit train moves toward seaport probably Kobe.



Interior of Japanese Inn at Takasaki—3 girls in traditional hostess kimono, having served luncheon to visiting North Carolinians.



Manufacturing plant in Takasaki.



Our man won't be wearing a foreign intrigue trench coat. He won't be loaded down with skis. And his head will be conspicuously turbanless. But he belongs there just the same. He's on an important mission. For you.

He's the man who helps you with your overseas business. When your market is the whole world, or even a small part of it, he is right there taking care of your every need. Issuing import letters of credit, paying and negotiating export letters of credit, conducting research for foreign market potential. Whatever your need, he'll be there to

take care of it.

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This past February the Charlotte office of Wilmington Shipping Company was approved by the INTERNATIONAL AIR TRANSPORT ASSOCIATION as an international air cargo sales agent. Wilmington Shipping Co. is now in a position to solicit and handle export air traffic.

Wilmington Shipping's Charlotte office is located in the new West Concourse of Douglas Municipal Airport. The Charlotte office was opened during August of 1964 as a customs brokerage and traffic solicitation branch.

Since 1964 opening the staff of this office has grown from two to five full time employees. With the recent IATA appointment WILSHIPCO will now be able to better serve its many international shippers. Mr. James L. Garst III will be handling the air export traffic.

*See Advertisement—Page 24*

W. B. ATKINSON  
Freight Sales Mgr.

L. M. WALLACE  
Export Traffic Mgr.

WADE H. PIERCE  
Manager—Import Dept.

JESSE C. JACOBS  
Asst. Mgr.—Import Dept.

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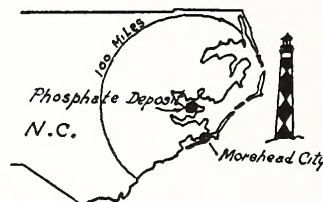
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*Switzerland* . . . Fertilizers, agricultural disinfectants.

## Structural Clay Products

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## Steel Mill Products

*Libya* . . . Construction steel.

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*Brazil* . . . Farm machinery, equipment.

## Special Industry Machinery

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*Netherlands* . . . All kinds of cryogenic equipment for production, storage, transport and handling of liquefied industrial gases. Equipment for preservation of biologic products in liquid nitrogen or dry ice.

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*Netherlands* . . . Packaging machinery for various industries including case packers, palletizing and depalletizing equipment.

## Aircraft, Parts

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## Photographic Equipment

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*W. H. Friederichs, Operations Manager*

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**TRANSIT SHEDS:** Four fully-sprinklered, modern, concrete, steel, and masonry buildings total 506,000 square feet.

**OPEN BERTH:** 800 continuous feet, as well as other open areas between sheds and at ends of wharf, backed up by 13 acres of paved open storage accessible by rail or truck.

**WAREHOUSES:** 500,000 square feet, fully sprinklered. **BONDED WAREHOUSE** space available by arrangement with management.

**CARGO STORAGE SHELTER:** 240,000 square feet, open ends, concrete and steel, paved building, equipped with overhead bridge cranes and served by truck and rail access to all parts.

**U. S. CUSTOMS SERVICES:** All services for the Port of Wilmington, including Classification and Value Section, located on terminal property.

**SCALES:** Two truck scales and one railroad car scale conveniently located on terminal. Certified weighmasters on 24-hour duty.

**TRACKAGE:** Double marginal tracks with cross-overs along full length of wharf apron. Depressed tracks serving rear of transit sheds and warehouses. Storage yard capacity—370 rail cars. (Four diesel switching engines operated by the terminal.)

**HEAVY EQUIPMENT:** Two 45-ton gantry cranes used singly or in tandem; also equipped for 80-inch magnet and two or six-yard bucket operations. A third crane operational 1968—75 tons at 70 foot radius.

**CARGO HANDLING EQUIPMENT:** Forklifts of various capacities with accessories—cotton and paper clamps, etc., tractors, cargo trailers, 5-ton mobile crane, stevedore-type cargo pallets.

**LOADING & UNLOADING:** Direct discharge or loading between ship's tackle and open top railcars possible by prior arrangement. Rail and truck docks for loading and unloading at transit sheds and warehouses; ramps for easy access into sheds and warehouses.

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**TRANSIT SHEDS:** Three total 220,000 square feet. Two of steel, concrete and masonry, one of metal. All sprinklered with deluge systems.

**WAREHOUSES:** Seven storage warehouses, totaling 556,000 square feet, sprinklered with deluge systems. Total 30 fire segregation sections.

**OPEN STORAGE:** Open storage are available.

**SCALES:** Certified public truck scales available on terminal.

**TRACKAGE:** Double marginal tracks with cross-over, full length of wharf. Single depressed track full length rear of transit sheds and warehouses. Southern Railway freight car storage yard adjacent to port property.

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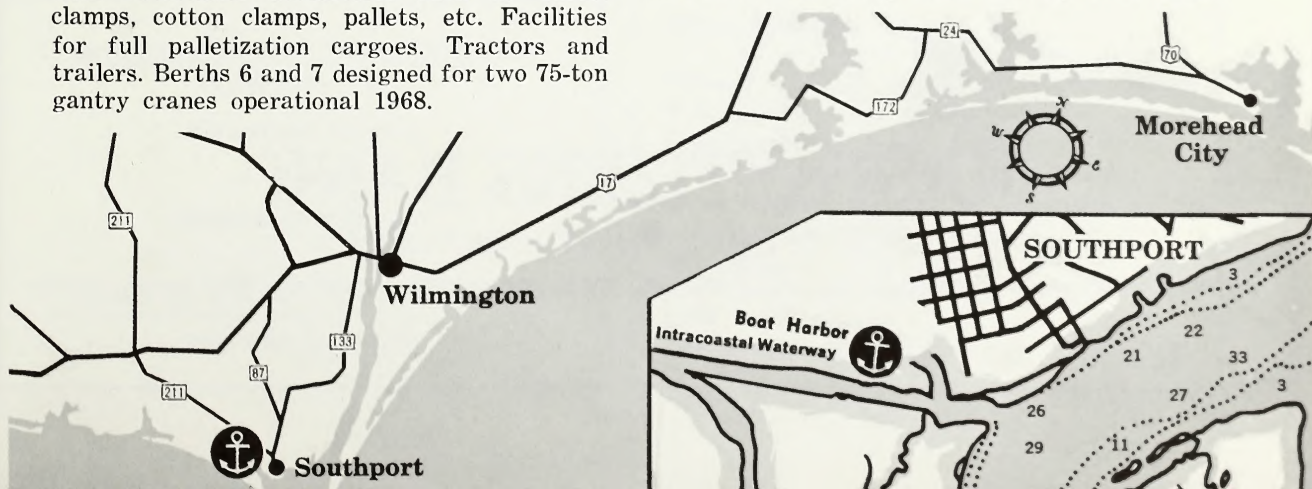
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# The World Trade Association

The World Trade Association, the North Carolina Industrial Foundation, the North Carolina State Ports Authority, and the Regional Export Expansion Council all met in Wilmington during the two-day period of May 8 and 9.

Part of the program of the World Trade Association was the report by those people attending the Trade Fair in Tokyo on the situation in World Trade with Japan. Featured was John Palmer, President of Tobacco Associates.

At the present time, Japan is one of the largest customers for North Carolina non-processed leaf tobacco.

Another feature of the two-day meeting was a tour of the N. C. State Port Terminal in Wilmington by members of the various organizations and, finally, at a closing Dinner, Edgar Luckenbach, of Luckenbach Steamship Company, delivered the key note address.

J. Edgar Kirk of Raleigh is President of the NCWTA, and is Chairman of the Regional Export Expansion Council. He led the discussions and presided at most of the meetings.

Present for the two-day gathering were one hundred business men from all over North Carolina with their wives.

## *The Voice You Hear...*

looks like this, when you call Morehead City 726-3158 - Area Code 919 and hear "State Ports Authority" — The attractive voice belongs to Mrs. Jana Swain (below left) likewise when you call 763-1621, Wilmington - Area Code 919—you get another attractive voice (below right) Mrs. Virginia Price. Isn't it amazing how they look as they sound?



## New Service

Flomerca Line of Guatemala has announced a new service from the United States to Central America and Bluefields, Nicaragua. This will be the only mid Atlantic/Central American service in operation. Flomerca Line has signed a one-year contract with the firm of Hampton Hardwood of Norfolk, Virginia, to handle

their lumber shipments on a fortnightly basis with discharge at Newport News, Va. and Wilmington, North Carolina. Flomerca Line has chartered two (2) special vessels the M/V *MERCANTINE* and the M/V *MERC VIGGO* in order to handle the commitments both northbound and southbound.



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OFFICIAL PUBLICATION

*North Carolina*  
**STATE PORTS**



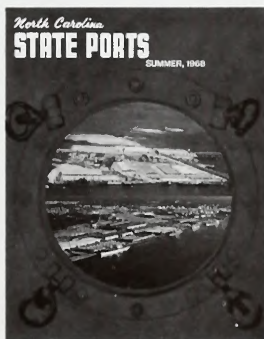
SUMMER ISSUE, 1968, SPA MAGAZINE VOL. 14, NO. 2

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*In this issue we present for the fourth time a continuing feature called "Roaming the Seven Seas with Betty Casey." The feature is being written for us by Mrs. Casey of Greenville, North Carolina. Mrs. Casey has spent many years traveling, particularly in the orient and the south seas. The fourth feature is on Southampton. (See Pages 12 and 13).*

**Photo credits should be given to:** North Carolina Department of Conservation and Development, Raleigh; E. A. C. Howells, Southampton, England; A. L. Honeycutt, Edenton; WRAL-TV; Tom Lindtvit, Morehead City; and Hugh Morton, Wilmington.



## COVER STORY

Here is the famous State Port Porthole cover again. This time we gaze out to see Morehead City SPA Terminal at top and Wilmington SPA Terminal at bottom. Both photos are recent. The top photo is by Tom Lindtvit—Soros Engineer at M. H. C. and the Wilmington photo by Grandfather Mountain Entrepreneur, Hugh Morton, who is also no mean hand with the camera. The two Port Terminals you are looking at are the two fastest growing in the Eastern United States.

For information about:

THE NORTH CAROLINA STATE PORTS write or call  
L. C. Bruce, Editor & Publisher—State Ports Magazine,  
P. O. Box 149, Raleigh—Published Quarterly. 919 829-3855





Richards, Parette, Redmond, Davis, Moore

On August 2nd in Morehead City Governor Dan Moore, native-born-son of western North Carolina mountains, stood on the newly constructed wharf at the barge terminal of the North Carolina State Port Terminal and uttered these words:

It is indeed a pleasure and a privilege to represent the people of North Carolina at this dedication ceremony for the Morehead City Port Terminal Bulk Cargo Handling Facility.

The State Ports of Wilmington and Morehead City, under the splendid direction of the State Ports Authority, are a source of great pride and their value to our thriving economy is beyond measure. The existence of modern and efficient port facilities provides North Carolina industry with a gateway to buy and sell throughout the world.

The export trade already means a great deal to the economic well-being of this State, and its future potential is virtually unlimited. According to the latest estimates available from the Department of Commerce, the total amount of world trade in North Carolina amounts to over \$1,200,000,000 per year. Approximately \$850 million are exports and \$400 million are imports. Our State ranks thirteenth among the States in value of manufactured exports and seventh in agricultural shipments to foreign markets. Exports of agricultural products have increased 22 percent in a period of six years. The healthy expansion in this area of economic activity is of tremendous significance to our citizens. It has been estimated that for every \$1 million created in exports, 150 new jobs are added. I am informed also that exports in North Carolina are increasing at the rate of \$30 million each year. I am confident that the import-export trade conducted by our industries through our responsive and improved port facilities will continue to expand and flourish.

Our port terminals in North Carolina offer many advantages to industry already established in the State and provide a favorable attraction for other industries considering our State as a site for new operations. Raw materials, partially manufactured goods and finished products move through our ports to and from North Carolina in a two-way port service which is of immeasurable benefit to all business and industry throughout the State. Naturally, our port facilities are most sen-

# New Era for Carteret





sitive to the particular needs of Tar Heel industrial interests. As a result, North Carolina ports have provided both specialized equipment and facilities to meet these needs. The facility which we dedicate on this occasion is an excellent example of this policy in action.

The Morehead City Port Terminal Bulk Cargo Handling Facility has been designed for the movement of phosphate cargoes. It is considered to be the most modern bulk cargo handling terminal in the world. Totally new concepts have been used, and the basic layout is designed so that its capacity may be doubled without disruption of basic operations and at minimal expense. The proportions of this complex are gigantic by any standards. The storage building is large enough to accommodate two football games at one time and seat many thousands of spectators. The continuous length of the belt leading from the storage building to the shiploading tower is approximately four-fifths of a mile. Three thousand tons per hour can be fed by the conveyor belt through the shiploader. If the same quantity of material was moved by the average dump truck, 1,500 such vehicles would be required. The magnitude of the operations here is most impressive.

The financing of this \$11½ million complex illustrates the full potential of cooperation between the Federal Government, the State, and private industry to achieve sound industrial development on a large scale. The necessary funds were acquired through the joint efforts of the Economic Development Administration, the State Ports Authority, the Texas Gulf Sulphur Company, First-Citizens Bank and Trust Company, First Union National Bank, North Carolina National Bank, and Wachovia Bank and Trust Company. The construction of this Bulk Cargo Handling Facility is an example of what can be accomplished by government and industry. This is the type of cooperation I have sought to promote since the day I became Governor. I have always believed that if government and private industry could cooperate fully in serving the needs of industry, then great results could be accomplished. The validity of this concept was never more visible than it is today.

The benefits from the operation of this Bulk Cargo Handling Facility will be numerous and far reaching. Activities will be extended in the facility itself as well as in the tug-boat and barge movement operations from the mining areas. Additional tug-boat and pilotage service will be necessary at the port. Steamship agents, stevedore companies and other similar port interests will also expand operations. It has been estimated that additional jobs in this area alone will total in excess of 75.

The movement of phosphate cargoes is expected to increase the flow of other products through the port. For example, ships calling here for part cargoes of phosphate should find it advantageous to discharge or load other commodities while they are here. As a result, import-export trade will increase and job potential for the area will continue to grow. Phosphate mining operations are expanding rapidly in Eastern North Carolina. The Texas Gulf Sulphur Company, the North Carolina Phosphate Company, the Magnet Cove Barium Company and the FMC Corporation will make good use of this outstanding public facility for the movement of phosphate cargoes.

I appreciate the opportunity to participate in the dedication of this fine addition to our port facilities. I commend Chairman Ed Richards and the members of the State Ports Authority for their dedication and leadership in this project. The Morehead City State Port Terminal Bulk Cargo Handling Facility truly opens up the sea for us in North Carolina and makes us even more fully citizens of the world.

Acting as Master of Ceremonies for the Dedication was E. N. Richards of Raleigh, long time resident of North Carolina, builder, creator of shopping centers, country clubs and housing developments. To those who are very familiar with Richards' activities in the field of development, the remarkable expansion and development of the State Port Terminal at Morehead City is almost common place.

When Governor Moore had finished his dedicatory address, Chairman Richards called upon Mr. Lawrence Redmond, representing the U. S. Department of Commerce. Mr. Redmond is a native born North Carolinian

who has spent twenty years in Washington, D. C. Mr. Redmond's remarks highlighted the way the federal government and its executive agencies cooperated with the administration of North Carolina and the State Ports Authority to serve the phosphate industry, the new giant which has grown up in formerly isolated parts of Beaufort County on the nearby Pamlico River. Succeeding Mr. Redmond on the program was Mr. Bernard Parrette, as General Counsel for the Economic Development Administration.

Some years ago Carteret County, floundering in the economic doldrums, was recognized an underdeveloped community by the ARA. The ARA was a creation of John Kennedy, President of the United States, shortly after his election in 1960. Upon succeeding Mr. Kennedy as President, Lyndon Baines Johnson, with the assistance of native North Carolinian Luther Hodges, then Secretary of Commerce, formulated the idea of the EDA. Almost simultaneously with this contribution to progress by the National Administration, the Texas Gulf Sulphur Company, a large corporation conducting exploration and mining operations all over the face of the globe, began to develop an operation in open pit phosphate rock mining in Beaufort County, some fifty miles, by navigable waters, from Morehead City.

In the early development of the phosphate mine, the Ports Authority sent representatives to TGS, suggesting that the port terminal at Morehead City could be used as an off-loading base for the international export of phosphate and phosphate derivatives. Subsequent negotiations, extending over a period of eighteen months, resulted in a public agreement allowing the phosphate industry a savings of large sums by guaranteeing to the North Carolina Ports Authority an average one million tons annual shipment of phosphate. With this guarantee, and the above-mentioned assistance from EDA officials in Washington, a 11.4 million dollar loan was negotiated.



The firm of Soros Associates created a design which was called one of the most modern automated conveyor belt facilities in the world. Nat Harrison Associates of





Ports Authority left to right. Pharr, Ross, Bowers, Purvis.

Chairman Richards, Director Davis standing, members Adams Gudger, Weathers, Secretary & Treasurer De Vane.

Miami and James E. Cox Construction Company, with Blythe Brothers Construction Company, became the prime contractors, and using wharf designs by J. N. Pease Associates, a native North Carolina firm in Charlotte, contributing their ability, and the Southerland Electric Company as the principal electrical contractor. Specialized Machinery was manufactured in Germany by the Krupp Works, of international fame. The conveyor belt system was created by B. F. Goodrich Company.

Placing it all together in logical sequence to serve the modern loading barges of IBC Transportation Company of Beaufort County, this giant three thousand ton per hour capacity off-loader for phosphate and phosphate derivatives was constructed. Operated by four men, it will transfer phosphate to the 106,000 ton storage reservoir, and thence at the rate of 3,000 tons per hour to ships tied up at the 1000 foot berth at the State Port Terminal.

The dedication of the terminal was also attended by Mr. William E. Davis, Mr. Ross Manley, Mr. Charles Edwards, Mr. Frank Sampson and Mr. Ray Gentry of

the Economic Development Administration. From the U. S. Corps of Engineers, present were Major General Edwin Hayes and Colonel Paul Dennison. From the U. S. Marine Corps, Major General J. O. Butcher. The Congressional Delegation was to be represented, but on the last day of Congress before adjournment found it necessary to decline by Special telegram to Chairman Richards prior to the ceremony.

Also seated on the platform were Members of the Council of State and heads of other agencies in state government, including those people directly involved with this expansion program, such as Wayne Corpening, Director of Administration; Frank Turner, Property Control Officer; Parks Icenhour, Assistant Attorney General, representing the Attorney General of North Carolina.

Also present on the platform were Joseph Guandolo, bond attorney from New York and former attorney for SPA now Justice of the N. C. Supreme Court Joseph Branch. Conspicuous in the day's events was the talented and charming First Lady of North Carolina, Mrs. Dan Moore. Immediately following the ceremony, a public

Enjoying informal luncheon at Tony's Restaurant. Left to right: Governor Moore, Mrs. H. L. Weathers, Mr. Weathers, Mrs. Moore.



Left to right: William E. Davis—EDA, Mrs. F. H. Ross, Jr. Chairman of SPA Richards & Executive Committeeman Ross







Visible left to right: at luncheon SPA member wife Mrs. George Purvis of Fayetteville and Mr. Purvis, Mrs. Lawrence Bowers & Mr. Bowers—across table top of head Mr. Kirkwood Adams chats with Mrs. William Pharr. Back to Camera—Mr. Pharr studies menu and Mrs. Lamar Gudger of Asheville smiles across the table.



reception was held at Tony Seamon's Sanitary Restaurant by the Greater Carteret Chamber of Commerce. The hard-working and affable Vice-President and General Manager of the Chamber of Commerce, Phil Bullock, did a grand job. Spotlighted during introductions by Chairman Richards was Resident Engineer, Thomas Lindtvit, of the firm of Soros Associates. Tom was the midwife at the birth of this facility, and he was ably assisted by the State Ports Phosphate Superintendent Harold Kahl. Harold is justifiably proud of this great facility.

The ceremony was attended by well over five hundred people. The temperature was about 95 degrees, but a twenty mile an hour wind was blowing out of the southwest, and the two flags on the speaker's platform stood out firm in the breeze. The U. S. Marine Corps band, under the direction of Warrant Officer Smith, provided music for the occasion.

Miss North Carolina from New Bern, Miss Annette Johnson was a surprise visitor. Prior to the public recep-



Left to Right: SPA member—Attorney Lamar Gudger & Mrs. Gudger—with Governor Moore.

Left to right: Charles Edwards, Raleigh, Mr. & Mrs. Ross Manley, Huntington, W. Va. Frank Sampson, Huntington across table Harold Kahl, Morehead City SPA, Mr. & Mrs. Barnard Parette, Washington, D.C. James Register, Washington, D.C.

tion at Tony's ten TV Stations, cameramen, and wire services and news media reporters, as well as the general public were conducted on a tour of the facility. To coin a phrase, "A great time was had by all".

Later that evening a Dinner was held in honor of Governor and Mrs. Moore and the North Carolina State Ports Authority by Nat Harrison Associates, the prime General Contractor. Present were representatives of federal and state government, bankers, contractors, engineers, and transportation people from all over the world.

Governor Moore was given two large 4-color framed portraits of the port terminals at Wilmington and Morehead City, and Mrs. Moore contributed a splendid short talk and received a great ovation.

Completion and activation of this facility represents a 16.5 million dollar investment in Morehead City since 1961. The economic impact of this State Port Terminal on the entire area is clearly demonstrated by the more





Soros Engineer Tom Lindtvit (left) looks at prints with Harold Kahl SPA—in background giant loading tower & boom.



The solemn young lady here is none other than Miss Annette Johnson of New Bern—Miss North Carolina—for 1969.







SPA Vice-Chairman George Purvis introduces Governor Moore

than 100% increase in tax valuation in the county of Carteret during the period. In the ceremony and during the recitations of these events, many people who contributed a little or a lot to this accomplishment have not been mentioned. It is not humanly possible, nor does

space permit here, that all these people receive the proper credit.

So from the ancient poet, may we borrow this line: "Many a rose is born to blush unseen".

Phosphate Handling Super for SPA Harold Kahl surveys—part of his new 11.4 million "gadget". The most modern of its kind in the world.





# DOWN THE HISTORYLAND TRAIL

by  
(Mrs.) Elizabeth W. Wilborn  
Staff Historian, Division of  
Historic Sites, State Department  
of Archives and History

## EDENTON: Serene Lady of the Albemarle

"Tranquil"—"serene"—"peaceful" these are the words that first come to mind when you stand at the Barker House or on the Courthouse Green and look across the water which seems to encircle the Town of Edenton. The three words above are partially deceptive, for underneath the quiet and sedate appearance of Edenton, there is a hustle of activity.

On June 9 the small Visitor Center-Museum in the Barker House was dedicated, culminating several years of preparation. The displays tell the story of the town and of Chowan County from their beginnings to the present.

Edenton itself was created by an act of the Assembly in 1712; the first town lot was sold in 1715 to Charles Forts. After the death of Governor Charles Eden in 1722 "ye towns on Queen Anne's creek was named in his honor." Before the town was established St. Paul's Parish had been designated. The Society for the Propagation of the Gospel in Foreign Parts attempted to build a church in the parish but after ten years the building was so poorly put together that "Hoggs and Cattle" used it for a shelter and made it "a loathsome place." Today a later St. Paul's Episcopal Church

Photos—Department of Conservation and Development

Chowan County Courthouse



James Iredell House



Photo by A. L. Honeycutt, Jr.



(begun 1736) and Churchyard are open to visitors; the rector of the church, like other Edentonians, has interested himself in the history of the area. St. Paul's has been called "an ideal in rural church design."

It was in Edenton that the ladies of the Albemarle took action prior to the American Revolution and resolved no longer to use East India tea." A rather startling cartoon of this "tea party" appeared in England—since reprinted in numerous publications.

Though there is much to see along the tree-lined streets only five properties are now open to the public. Many of the beautifully kept houses still belong to the families who settled the town in the 1700's. Among those opened by Historic Edenton is the Cupola House built by Richard Sanderson and later occupied by colonial official Francis Corbin. Though the original paneling from this house is in the Brooklyn Museum of Fine Arts, the Cupola House remains "the finest framed Jacobean-type house south of Connecticut." The interior was copied (courtesy of the Brooklyn Museum) during the recent restoration.

The Chowan County Courthouse, one of the most beautiful government structures in America, shows colonial architecture at its best. The Assembly Room is one of the "largest colonial American paneled" rooms. It is not difficult to imagine that history happened here—in the person of a James Iredell, Samuel Johnston, Christopher Gale, Joseph Hewes, or Penelope Barker.

James Iredell, appointed as justice of the Supreme Court of the United States by George Washington, lived in a house that is now restored and open to visitors. The house was saved by a small group of women in a dramatic move. Now the property of the State, the Edenton Tea Party D. A. R. Chapter is attempting to furnish the house to the period in which Iredell lived. Also on the Iredell property is a restored kitchen, necessary house, and the Bandon Plantation schoolhouse. Inglis Fletcher wrote her series of novels about the Albemarle region at Bandon, which was destroyed by fire several years ago.

Edenton was the largest of the northeastern ports in the colony and from here the colonists shipped naval stores and other lumber products. Furs, foodstuffs, and tobacco were also a source of income for the inhabitants. After the lapse of a hundred years, lumber in the form of pulpwood is again important. Peanuts long ago replaced cotton as the money crop of the Albemarle section and additional industries are moving into Chowan. Nonetheless, the history-conscious citizens of Edenton and Chowan County have banded together to retain and preserve the eighteenth-century atmosphere wherever possible.

The Barker House is owned by three civic groups formerly used it as a "community center"; the Iredell House ladies gladly gave tours; the Cupola House was



Cupola House



Penelope Barker House

used for years as the town library—now Historic Edenton, Inc., with representatives from almost every organization, is operating the visitor center-museum and hostesses conduct tours of the sites, daily except on Monday.

It is a dream come true for many Chowan residents. It was accomplished by people who gave unselfishly of time and money. The State Department of Archives and History, Dr. Christopher Crittenden, Director, has cooperated in almost every phase of recent development.

Schoolchildren and teen-agers, as well as many adults, will know more of the life of colonial North Carolinians because of this regional effort. As Inglis Fletcher wrote in her autobiography *Pay, Pack and Follow*:

"It will be a good life for our children and our children's children, for the land remains, vital and ever-giving of its richness of those who cherish it."





## Berth of the "Mayflower" and the "Queen"

4th in a series called:

*"Roaming the Seven Seas with Betty Casey"*

containing her impressions and highlights of her visits to Southampton

*"As I came down to 'Southampton by the soft sea-water  
I saw long ships, their mast heads ever bowing  
Sweet slender maids in changing gowns of golden  
Curtsying stately in a fashion olden  
Bowling sweetly—each a king's fair daughter  
—by the myriad moving water."*

So it once was. But now? Southampton, which launched the Mayflower in 1620, is today a magnificent well-developed harbor in the area known as the Garden of England.

Situated at the confluence of the rivers Test and Itchen, midways of England's south coast, it is the world's greatest passenger seaport. On 600 acres, shaped like an unfinished jig-saw puzzle on reclaimed tidal mud-land, a 90 minute bus tour over ten miles of port roadway covers only a part of the accessories to five-and-a-half miles of modern docks.

Drive-on/drive-off cross channel car ferries, "hovercraft" as up-to-date as mini-skirts, and deep-water berths for the newest in "piggy-back" containers and the world's largest power-driven freight and passenger liners mingle along its quays. In 1966, more than 23 million tons of cargo and 63% of three million overseas visitors to Great Britain inundated the port's efficient facilities.

Yet something about the wide expanse of blue water, which has earned its "South for Sunshine" slogan—except for the unaccountable moods that mark English weather—brings to

Pictures courtesy of E. A. C. Howells, ERD, Chief Dock Manager, British Transport Docks Board, Dock House, Canute Road, Southampton, England.

mind brave sailing days of the past. The beginnings of vast trans-Atlantic traffic which irrevocably linked the Old World and the New with exchanges of tea and cotton, Beatles and soldiers, woollens and automobiles, steel and petroleum, wine and Scotch whiskey, coal and bananas.

Meandering little wooded hills mark the terrain of Scotland, England and Wales which make up Great Britain, the largest island in Europe. With Ireland and a scattering of smaller islands it forms the United Kingdom Of Great Britain. A combined population of nearly 55 million proud, hardy people are steeped in widely divergent traditions. Stolid coal-miners, brash seafarers, earnest intellectuals and reigning royalty.

This little Island group, esconced staunchly off the northwest coast of the Continental land mass is ideally situated for the imaginative use it has made of world-wide waterways.

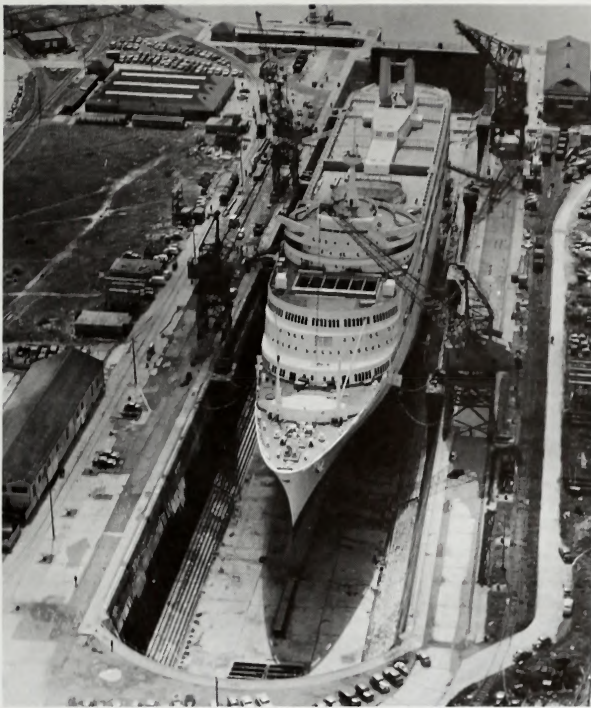
Because of numerous navigable rivers, an extensive coastline outlining more than 93,500 square miles, and its long history as a maritime nation, Britain now has in operation around 300 ports. Over 90 of these, of which Southampton is one, are licensed to handle imports.

Southampton is just seventy-five fast rail miles from London and has 16 million people within a hundred mile radius. It has, since 964 A. D. when the Roman settlements of Hamwich and Hamtun combined, forming it as Suthamptune, been the gateway to Britain.

At this port, where England's first kingdom was begun, majestic names of Southampton's docks attest to Britain's long-standing Monarchy government. The Empress Docks were opened in 1890 by Queen Victoria. King George V Dry Dock—the largest in the world

\*Apologies to author Falkenburg for substituting Southampton (which seemed once would have been so fitting) for South Street.





with a capacity to take ships of 100,000 tons, and one of seven complete dry-docks—was opened in 1933 by King George V.

A curious phenomena known as the "double tide" enhances other natural advantages of the port. It holds the deep water up to the Docks at all states of the tide, providing a prolonged period of slack water. The deep, broad, six-mile estuary of Southampton water, guarded at its mouth by a huge natural barrier, the Isle of Wight, enjoys a strategic location on the ocean shipping routes to the nearby Continent. Lines on a world map showing sea-routes served speedily by every modern convenience from the Docks, now owned by the British Transport Docks Board, fan out like Maypole streamers to about 100 ports on every part of the globe.

Power-operated gangways telescope out to passenger ships from the attractive Ocean Terminal to scoop up passengers for a quick pass through landing formalities. Cargo, from frozen meat to heavy loads of timber, is transferred by 130 electric portal cranes and one 150-ton floating crane, directly to Southampton's cold store or to waiting rail or road, fast transportation to anywhere in the country. Annually, petroleum installations supply more than half a million tons of fuel to ocean-going ships.

Servicing and maintenance for every size ship—from a tug to a Queen—is available at Southampton. Facilities for complete rebuilding of some ships and construction of medium-sized vessels, particularly for navies of the world, are an integral part of the Docks.

129,000 employees were used in handling 300 million tons of goods in 1966. 118 million tons were foreign traffic. Southampton is one of seven major oil importing centers in England.

The British Queens, Mary and Elizabeth, who gave their names to the famous "floating palace" passenger liners, not only catapulted a major advance of detailed ingenuity into maritime history, but have also become household words with Americans. In 1934, 200,000 people looked on as the Cunard Line launched the R. M. S. Queen Mary's 30,000 tons of metal. The ship had her final preparation at George V Dry Dock. In

1940, due to war danger, the maiden voyage of the R. M. S. Queen Elizabeth surprisingly took her directly from the John Brown's Clydebank yards to New York.

During WWI, the Queen Mary, and during WW II both of these magnificent ships transported millions of American troops, sometimes 15,000 at a time, and 9,000 war brides with their 4000 children, across the Atlantic. The ships berthed often at Southampton.

After a collision with the British Cruiser Curacao, the Captain of the Queen Mary made the hard decision to keep going, ignoring 338 men of the smaller ship who lost their lives, in the interest of protecting 10,000 American service men aboard his ship from the danger of submarines.

Now in their retirement as convention hotels, both ships serve to further link the United Kingdom and the United States. The Queen Mary, "Grand Old Lady of the Sea," in the Pacific at Long Beach, California, and the Elizabeth, "Queen of the Seas," in the Delaware river at Philadelphia, Pennsylvania.

Southampton is a city of scenic beauty, historic importance, progressive civic development and 200,000 friendly inhabitants. Yet it has undergone many dark days along with the entire country.

The port, known during WW II as part of "bomb alley," suffered great devastation. Afterward it reeled through a period of relative stagnation. Even now it faces problems involved with Britain's economic moves toward withdrawing from the expense of maintaining its position as a great world power, and its effort to recover from the severe economic freeze of 1967.

However, this home of the "hovercraft," one of the newest transportation developments, is poised for a greater future. Plans for expansion of the harbor into a major cargo port have been announced. The Queen Elizabeth Two was launched in 1967 by Her Majesty the Queen. When ready for her maiden voyage in early 1969, the ship whose engines make her the most powerful twin-screw ship ever built, will have the highest standard of travel efficiency and luxury ever known.

Disraeli said, "The English Nation is never so great as in adversity." Who can doubt it?



# NEW MARKETING INFORMATION PROGRAM

The Commerce Department's world-wide marketing information program is as modern as computers can make it. Five new reports and publications are available.

Annual MARKET SHARE REPORTS give you a profile of the world-wide movement of each of more than 1100 groups of manufactured products . . . tell you who among the world's major trading nations is buying what from whom and in what quantities . . . give you year-by-year changes in these patterns from 1962 through 1966 to enable you to compare shifts in your own international sales with total U. S. exports and changes in world trade in the same products.

Modern electrostatic reproduction techniques have now made available to businessmen throughout the country the FOREIGN MARKET REPORTS SERVICE, with its on-the-spot observations of experiences U. S. commercial specialists in 280 cities of 130 countries. The reports range from an account of developments that affect the marketability of a single product to an analysis of the sweep of a national economy. Commerce receives more than 500 of these dispatches a month and they're all for sale to interested businessmen.

TRADE LISTS help you find customers, distributors, agents, and licensees abroad. Each list includes names and addresses of firms handling a specific commodity in one foreign country; basic trade and industry data with a brief analysis of international trade in the particular commodity; controll-

ing government regulations, and related information. Lists of importers and dealers show relative size of each firm, products handled, territory covered, and size of sales force.

ECONOMIC TRENDS and Their Implications for the United States. This new series of from 100 to 150 reports a year will keep you on top of current business and economic developments in every country that offers a present or potential market for U. S. goods. The reports give you overseas market conditions that will affect your business six months or a year from now.

The monthly EXPORT/IMPORT SUMMARIES enable you to keep your finger on the pulse of trade in manufactured products into and out of this country, by source and by destination, in the logical terms of the marketplace. The traffic in household laundry appliances, for example, is reported as a single figure, rather than as scattered entries on the 24 different items that usually are considered to make up that trade. The heading, "Construction Machinery and Equipment" covers just that, consolidating elements from such groups as "Agricultural Machinery and Implements," "Machines for Special Industries," "Machinery and Appliances (other than electric) and Machine Parts, n.e.s.," "Railway Vehicles," and "Road Motor Vehicles." For additional information contact Joel B. New, Director, U. S. Department of Commerce Field Office, P. O. Box 1950, Greensboro, North Carolina 27402



Grace Lines—S. S. Santa Paula

Grace Line's, S. S. Santa Paula, will make her third annual cruise from Wilmington, N. C. on October 12.

The 20,000 ton, completely air conditioned liner will make her third visit to a N. C. port in as many years. Grace Line hopes to continue to offer at least one luxury cruise out of North Carolina each year. The Santa Paula, with all outside rooms and private baths is one of the finest and most modern up-to-date luxury liners in the American Merchant Fleet, accommodating up to 300 passengers in all first class accommodations.

On October 12 the sleek vessel will sail from Wilmington on a ten day cruise at 8:00 PM and make stops at the glamorous ports of La Guaira—seaport for the ultra modern capital of Venezuela—Caracas, former home of Simon Bolivar. Cura-

cao and Aruba in the Dutch West Indies are two unique islands very much in demand by the international traveler and the ship makes a stop at each for sightseeing and duty free shopping. Next is a call at Kingston, Jamaica, then Port-au-Prince, Haiti before returning to Wilmington on October 22 at 5:00 P.M.

The Santa Paula is virtually a floating hotel complete with shops, night clubs, orchestra, floor shows, parties and boasts the largest pool of any ship afloat.

Reservations are available through any travel agent in the Carolina's as well as direct with Grace Line 1507 K Street, N. W., Washington, D. C. Special colorful brochures are available describing the Wilmington cruise in detail.





## **Come with me to the Casbah.**

Or the Chateau.  
The Villa.  
Or wherever in the world  
your business takes you.

And the man from our International  
Department will be there to take  
care of all your needs. Whether it's  
issuing import letters of credit.  
Paying and negotiating export  
letters of credit. Providing money  
exchange. Or conducting research

for foreign market potential.  
Whatever your needs, he'll be right  
there on the spot to take care  
of them.

And you can be sure your needs  
will be taken care of with a  
maximum of speed and a minimum  
of red tape.

Which leaves you free to relax and  
enjoy sipping burgundy in the  
Chateau. Or Chianti in the Villa.



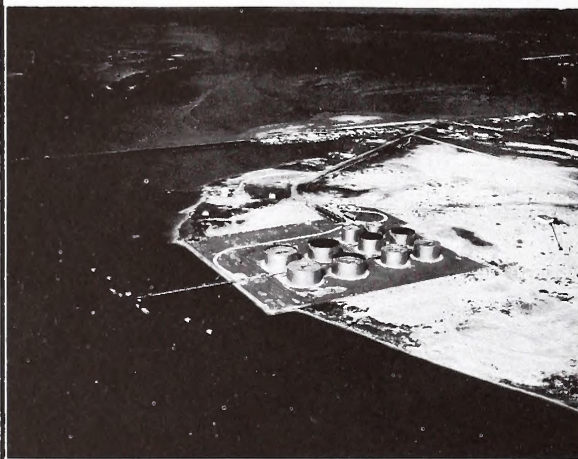
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## **WOMEN'S MISSES', JUNIORS' OUTERWEAR**

*Switzerland* - Blouses, dresses, slirtrwaists, ensemble dresses, aprons, bathing suits, beachwear, leotards, shorts, ski suits, slacks, washable service apparel, coats, raincoats, jackets, suits.

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## **SCREW MACHINE PRODUCTS**

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## **SURGICAL, MEDICAL, DENTAL INSTRUMENTS**

*Netherlands* - Disposable medical products, orthopedic, prosthetic, surgical appliances, supplies.

## **PHOTOGRAPHIC EQUIPMENT, SUPPLIES**

*Switzerland* - White printing machines (diaz); electrostatic copying machines; photocopying machines; repro cameras; folding machines for drawings; micro film, blow back equipment.

## **TOYS, AMUSEMENT, SPORTING GOODS**

*Germany* - Games and toys, fishing tackle, equipment, other sporting, athletic goods.

## **MANUFACTURING INDUSTRIES**

*Switzerland* - Human hair, raw.

## **FRUIT, TREE NUT, VEGETABLE FARMS**

*Venezuela* . . . Fresh peaches, apples, pears, prunes, plums.

## **LIVESTOCK FARMS**

*Mexico* . . . Beltsville turkeys.

## **Canning, Preserving Foods**

*Germany* . . . Canned fruits, vegetables; canned fruit juices; dried, dehydrated fruits, vegetables.

## **Bakery Products**

*France* . . . Biscuits, crackers, bakery products, related grocery specialties.

## **Textile Mill Products**

*Ecuador* . . . Yard goods of all types.

## **Broad Woven Fabric Mills, Cotton**

*Italy* . . . Printed, plain hand towels; bath carpets, sets.

## **Knitting Mills, Products**

*Jordan* . . . Women's, children's, infants' underwear, pants, clothing; men's, boys' socks; women's stockings.

## **Sawmills, Planing Mills**

*France* . . . Lumber and timber, Oregon; Douglas fir; pitchpine, other American varieties of hard, softwoods.

## **Agricultural Chemicals**

*Switzerland* . . . Fertilizers, agricultural disinfectants.

## **Structural Clay Products**

*Thailand* . . . Wall tile, mosaic tile.

## **Steel Mill Products**

*Libya* . . . Construction steel.

## **Farm Machinery**

*Brazil* . . . Farm machinery, equipment.

## **Special Industry Machinery**

*Austria* . . . Small machine tools for woodworking shops.

*Netherlands* . . . All kinds of cryogenic equipment for production, storage, transport and handling of liquefied industrial gases. Equipment for preservation of biologic products in liquid nitrogen or dry ice.

## **General Industrial Machinery**

*Netherlands* . . . Packaging machinery for various industries including case packers, palletizing and depalletizing equipment.

## **Aircraft, Parts**

*Ceylon* . . . Used aircraft with two engines, preferably turbo-prop, having maximum capacity of 30/40 passengers.

## **Surgical, Medical, Dental Instruments, Supplies**

*Switzerland* . . . Medical-electronic equipment, instruments for clinical laboratories, biomedical research.

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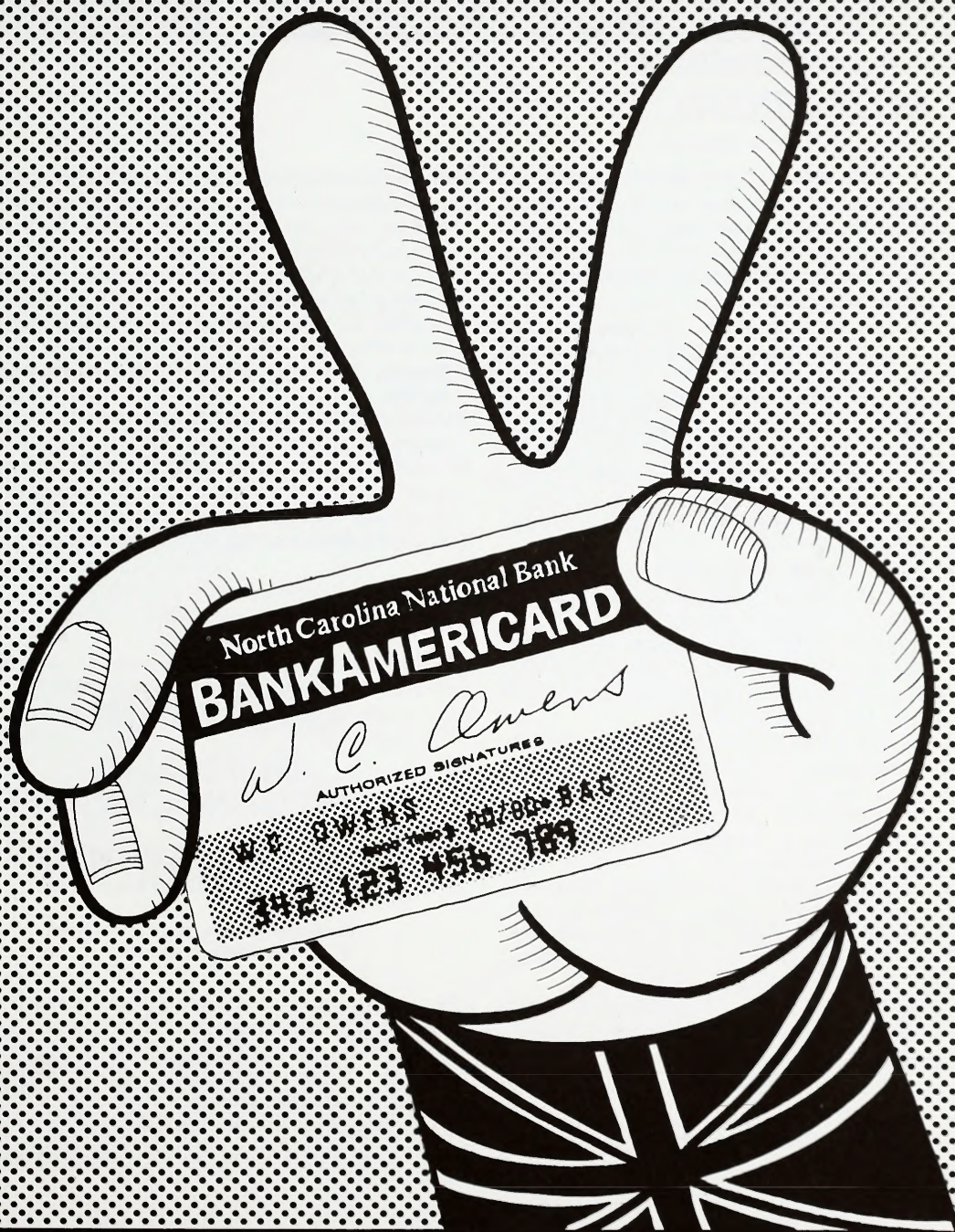
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## STATE PORT TERMINAL WILMINGTON

*W. H. Friederichs, Operations Manager*

**DRY CARGO WHARF:** 3,695 feet of continuous marginal concrete wharf with wide aprons. 34 feet of water alongside at mean low water (channel project now being deepened to 38 feet) capable of working seven vessels simultaneously. Additional 900 ft. of wharf under construction.

**TANKER BERTH:** T-head type with mooring dolphins, supported by tank farm and available undeveloped area.

**TRANSIT SHEDS:** Four fully-sprinklered, modern, concrete, steel, and masonry buildings total 506,000 square feet.

**OPEN BERTH:** 800 continuous feet, as well as other open areas between sheds and at ends of wharf, backed up by 13 acres of paved open storage accessible by rail or truck.

**WAREHOUSES:** 500,000 square feet, fully sprinklered. **BONDED WAREHOUSE** space available by arrangement with management.

**CARGO STORAGE SHELTER:** 240,000 square feet, open ends, concrete and steel, paved building, equipped with overhead bridge cranes and served by truck and rail access to all parts.

**U. S. CUSTOMS SERVICES:** All services for the Port of Wilmington, including Classification and Value Section, located on terminal property.

**SCALES:** Two truck scales and one railroad car scale conveniently located on terminal. Certified weighmasters on 24-hour duty.

**TRACKAGE:** Double marginal tracks with crossovers along full length of wharf apron. Depressed tracks serving rear of transit sheds and warehouses. Storage yard capacity—370 rail cars. (Four diesel switching engines operated by the terminal.)

**HEAVY EQUIPMENT:** Two 45-ton capacity gantry cranes equipped for 80-inch magnet and two or six yard bucket operations. A 75-ton gantry crane (at 70 ft. radius) can be used in tandem with either of the 45-ton cranes for lifts up to 120 tons. The larger crane is speedily convertible for fast single line lifts, magnet or bucket, as well as container cargo operations."

**CARGO HANDLING EQUIPMENT:** Forklifts of various capacities with accessories—cotton and paper clamps, etc., tractors, cargo trailers, 5-ton mobile crane, stevedore-type cargo pallets.

**LOADING & UNLOADING:** Direct discharge or loading between ship's tackle and open top railcars possible by prior arrangement. Rail and truck docks for loading and unloading at transit sheds and warehouses; ramps for easy access into sheds and warehouses.

**FUMIGATION:** Modern fumigation plant with two large vacuum chambers.

**SERVICES:** Seaboard Coast Line Railroad Company plus numerous highway motor carriers. Locally domiciled Stevedoring Companies, Ships Agents, Customs Brokers, and Freight Forwarders.

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*Charles McNeill, Operations Manager*

**SHIPSIDE SITES:** Including existing rental buildings available to private enterprise for specialized purposes.

**SECURITY:** Security force on duty at all times.

**WHARF:** Concrete and steel, 3,625 feet long 45-foot apron. Berth six 500-foot general cargo ships and one petroleum tanker. Depth 35 feet at mean low water.

**BARGE TERMINAL:** Four 300-foot berths completed 1968.

**TRANSIT SHEDS:** Three total 220,000 square feet. Two of steel, concrete and masonry, one of metal. All sprinklered with deluge systems.

**WAREHOUSES:** Seven storage warehouses, totaling 588,000 square feet, sprinklered with deluge systems. Total 30 fire segregation sections. Bonded warehouse space available.

**OPEN STORAGE:** 13 acres of paved open storage.

**SCALES:** Certified public truck scales available on terminal.

**TRACKAGE:** Double marginal tracks with crossover, full length of wharf. Single depressed track full length rear of transit sheds and warehouses. Southern Railway freight car storage yard adjacent to port property.

**CARGO HANDLING EQUIPMENT:** Fork lifts with detachable accessories such as paper and bale clamps, etc. Facilities for full palletization cargoes. Tractors and trailers.

**HEAVY EQUIPMENT:** Berths 6 and 7 have two 75-ton gantry cranes with full crane services including buckets, electromagnet, etc. Cranes may be used in tandem with 150 ton capacity.

**U. S. CUSTOMS:** A designated customs port of entry with permanent personnel assigned.

**BULK FACILITY:** 3,000,000-ton annual capacity bulk facility for receipt, conveyance, storage and shipment of bulk cargoes. Loading capacity of 3,000 tons per hour. Storage capacity 106,000 tons.

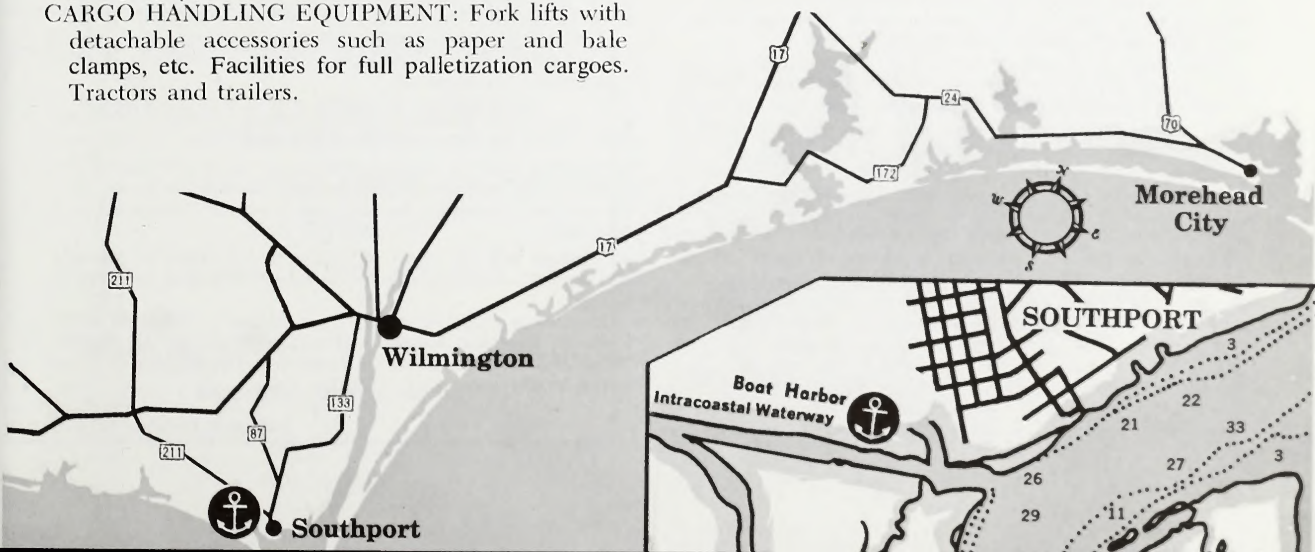
**LOADING OR UNLOADING:** Truck and rail docks for loading or unloading at transit sheds and warehouses; easy access into transit sheds and warehouses.

**FUMIGATION:** Latest, largest and fastest vacuum cyanide and acritet fumigation facilities. Two 9,000 cubic foot steel chambers, full mechanized.

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**SECURITY:** Security force on duty at all times.







—McCOWEN—

## New Man on the Go

Robert E. Leak, administrator of the Commerce & Industry Division, announced Ronald E. McCowen has been appointed to the Division's staff. Mr. McCowen replaces Mr. Mercaldo as Export Development Coordinator.

Mr. McCowen, a native of Portsmouth, Ohio, is a graduate of Ohio Northern University and holds a L. L. D. Degree from that institution. He is also a graduate of the American Institution for Foreign Trade with a Bachelor of Foreign Trade Degree. Mr. McCowen has been active both as a practicing attorney and in the field of foreign trade. He is well-grounded in foreign trade both from the academic and practitioners standpoint. During the past two years, Mr. McCowen has traveled extensively abroad, visiting 19 nations throughout the world and is familiar with the trade practices of the nations in which he has been dealing. The Commerce & Industry Division feels fortunate in having available a man of his qualifications to promote the sale of North Carolina products in foreign markets.

## Export Development

After recent successes achieved through trade missions to Europe, Scandinavia, and Latin America, the State of North Carolina early this year considered the Far East as an area for future missions. Newly appointed Export Development Coordinator, Ronald E. McCowen, participated in the Pan American Pacific Multi-Trade Mission to Australia which took place April and May this year. Other participants were Pelton and Crane Company of Charlotte and Strandberg Engineering Lab, Inc. of Greensboro. McCowen also visited Hong Kong, Thailand, and Japan. C & D is studying the feasibility of mounting a full-member North Carolina Trade Mission to the Far East.

Currently under study by the Export Section is a reverse investment program which would bring foreign capital into

North Carolina. A comprehensive program for state-wide promotion of international trade is also being developed, thereby creating a serious response on the part of private enterprise to expand their operations through increased export sales and concurrently project a most favorable "State Image" of the progressiveness of North Carolina. Audio-visual techniques are being considered to form an integral part of export and reverse investment presentations.

*New Publications:* "Introductory Guide to Exporting" published by the U. S. Department of Commerce. This booklet discusses how to select export markets, find overseas associates, choose channels for export trade, finance and insure sales, and handle shipments. This publication costs 40c per copy, and is available at the Field Office, U. S. Department of Commerce, Greensboro.

## New Plan for Export Expansion

Under a new program for "Joint Export Associations," companies willing to bank together to promote exports can apply for financial aid from the Department of Commerce. Congress recently appropriated \$750,000 for the current fiscal year for the program which was first announced by President Johnson in his balance-of-payments message last January.

"Too many firms acting alone, find it impossible to make the sustained effort needed to stimulate sales of their products abroad," a Commerce Department spokesman said. "By urging them to pool their resources, the J. E. A. program is designed to help companies expand exports of new products into new countries."

The program will apply to trade associations, groups of companies using combined export managers, groups "organized specifically to cooperate" with the new plan, and to groups of companies in the same industry organized under the Webb-Pomerene Act. (This relatively inactive law authorizes U. S. companies to form "Webb-Pomerene" associations and to make agreements covering prices, market shares, etc., solely for export purposes.) Individual concerns are not eligible.

The Department will pay up to half the cost of market development and promotional activities for selected products. The following aspects of export promotion will be eligible for government support: advertising and publicity, participation

in trade exhibitions, market research, supplying samples and technical data, preparing and submitting bids, overseas promotional visits, training of sales and service personnel, programs of product use familiarization and operation of sales offices, showrooms, warehouses, and service centers.

Although Commerce stressed that applications for aid would be considered on "a case-by-case basis," it also listed these "guidelines" for approval:

- "Projects and products must be suitable to produce significant, continuing export growth results within two or three years.
- "Projects must be supplemental to any other overseas efforts, would not be undertaken without J. E. A. assistance, and have the prospect of leading to substantial increase in existing product sales
- "Projects will not result in duplication of effort for products and markets already under successful development by other U. S. firms."

To make a proposal, or receive additional information of the J. E. A. program, Members should write James E. Murrin, Office of International Trade Promotion, Department of Commerce, Washington, D. C. 20230.

Research Institute 8/14/68



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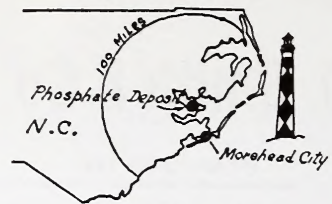
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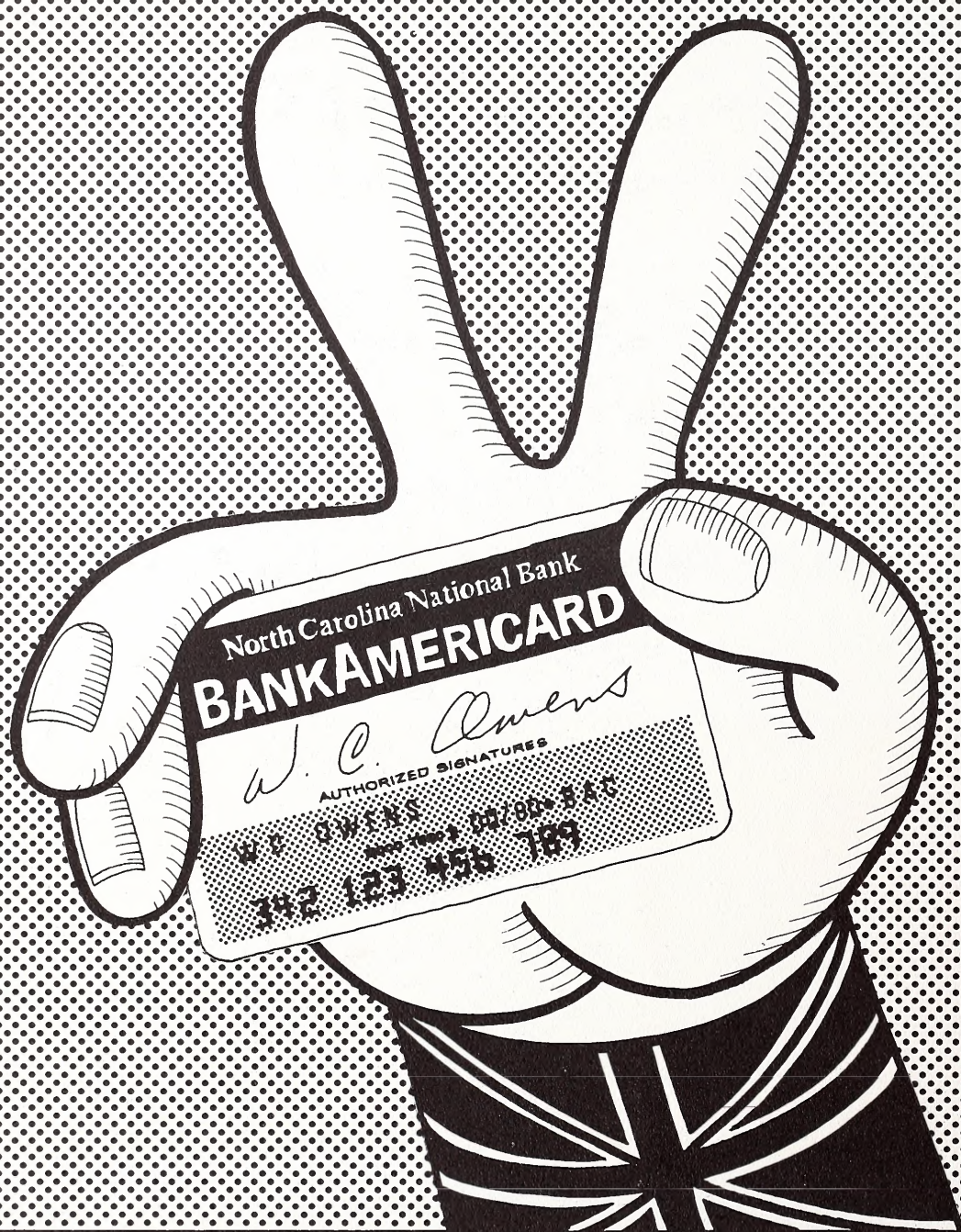
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IF A  
YOU'VE TRUCK  
GOT BROUGHT  
IT IT!

From Shipside

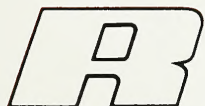
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# Down to the Sea in Ships

**'DOWN TO THE SEA IN SHIPS,' NBC-TV 'PROJECT 20' COLOR SPECIAL, RELATES DRAMATIC AND HISTORIC STORY OF MAN ON DEEP WATERS**

The dramatic and historic story of man on deep waters—a story of “the beauty and mystery of the ships and the magic of the sea”—will be told on the NBC Television Network in a one-hour “Project 20” color special, “Down to the Sea in Ships,” *Wednesday, Dec. 11 (10-11 p.m. NYT)*. Burgess Meredith is the narrator.

Donald B. Hyatt produced and directed the program. Richard Hanser wrote the script, and Robert Russell Bennett composed and conducts the original orchestral score.

“Since time immemorial man has gone down to the sea in ships,” Mr. Hyatt says, “and in so doing he has left a wake of adventure, daring, mystery and legend. Our program tries to capture the essence of this rich heritage.”

The program treats man's adventure with the sea in both historic and contemporary manner. Rare historic film shows sailing ships rounding Cape Horn, uttermost tip of South

America, “the cruellest of all passages.” Viewers will hear the words of America's great clipper ship captains who pioneered the way for America's maritime supremacy. Newly-shot footage aboard the square-rigged *Eagle*, United States Coast Guard training ship, captures the beauty and majesty of the Tall Ship Era.

Viewers also will experience the power and terror of a storm at sea. They will see the end of the *Flying Enterprise* in 40 fathoms of the Atlantic. At Cape Hatteras they will feel the eerie spell of the Atlantic graveyard where lonely hulks tell the tale of disaster.

“Our story also explores the great super-ships of today,” Mr. Hyatt says, “and looks at the pleasure-boating boom that is making the sea a new kind of refuge for millions. And throughout the program—through pictures, through sound, through the words of the Melvilles and the Conrads—we try to capture the sense and feel of the sea.”

Robert Garthwaite was associate producer, and Daniel W. Jones chief of research. Silvio D'Alisera and James Pallan were the film editors. Mr. Garthwaite was assisted by N.C. State Ports Authority and N.C. Dept. of Fisheries in locating N.C. scenes.

NBC-New York, 9/12/68

## *The Voice You Hear...*

*looks like this, when you call Raleigh 829-3855 - Area Code 919 and hear “State Ports Authority” — The attractive voice belongs to Mrs. Mildred Lloyd (below left) likewise when you call 763-1621, Wilmington - Area Code 919 and ask for James W. Davis, you get another attractive voice (below right) Mrs. Joan Capps. Isn't it amazing how how they look as they sound?*



## First Phosphate Shipment

**FIRST RUN**—Twenty-two hundred tons of processed phosphate from Beaufort County mines were shuttled along a closed-end conveyor belt during the first trial run of the \$11.4 million bulk cargo handling facility in the Morehead City port. The facility, dedicated in August by Gov. Moore, is servicing the German freighter “*Silvia*” of the Ozean-Stinnes Line bound for north European markets. *Betty Casey*



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OFFICIAL PUBLICATION

*North Carolina*  
**STATE PORTS**



FALL ISSUE, 1968, SPA MAGAZINE

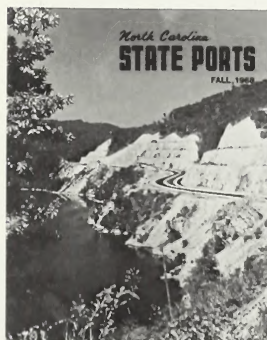
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In this issue we present for the fifth time a continuing feature called "Roaming the Seven Seas with Betty Casey." The feature is being written for us by Mrs. Casey of Greenville, North Carolina. Mrs. Casey has spent many years traveling, particularly in the orient and the south seas. The fifth feature is on Genoa. (See Pages 12 and 13).

Photo credits should be given to: Bill Hood, N.C. State Highway Commission; Italian Embassy, Washington, D.C.; Betty Casey, Ron McCowen; W. R. Grace Co.; Hugh Morton; Archives and History Department.



## COVER STORY

The cover this time is a 4-color shot by Bill Hood of the State Highway Commission's Photogrammetry Department. Reproduced here is the awesome sight of the engineering masterpiece which penetrates the Great Smokies which penetrates the Great Smokies via the Pigeon River Gorge, one of the most beautiful spots in all America.

For more information about Interstate 40, see the center spread story on Pages 12 and 13.

For information about:

THE NORTH CAROLINA STATE PORTS write or call  
L. C. Bruce, Editor & Publisher—State Ports Magazine,  
P. O. Box 149, Raleigh—Published Quarterly. 919 829-3855





*This is Miss Wool of America from Colorado. Her name is Mary Smiley. She recently visited Hudson-Belk's in Raleigh on the occasion of her celebrity tour of eastern U.S. While in Fuquay-Varina, a town near Raleigh, she was photographed on a pile of loose-leaf flue cured tobacco giving us a sneaky way to publish a beautiful girl and a story about tobacco.*

## EXPORT TOBACCO

William H. W. Anderson, Secretary-Treasurer, Tobacco Growers' Information Committee 226 The York Building, PO Box 12046, Raleigh, N.C. 27605

Tobacco has an honorable heritage for English-speaking North America. It was the first successful agricultural enterprise of the Virginia Colony at Jamestown. It was our first successful agricultural export, John Rolfe, shipping some 2,300 pounds in the "Elizabeth" in 1614 to London for sale. By 1630—ten years after the Puritans touched on

Plymouth Rock—tobacco was being sold to English and Scottish merchants in the amount of 1,500,000 pounds.

Fortunes were made from tobacco. It is a matter of record that Rolfe's efforts insured the "starving" Virginia colonists. More than that, it was the beginning of the British overseas empire. By the time of the outbreak of the Revolutionary

War, the tobacco growers in Virginia, North Carolina, South Carolina, and Maryland were exporting to the European markets over 100,000,000 pounds annually.

Tobacco again had the opportunity to gain the center-stage spotlight during the efforts of the colonials to gain independence from Britain. It was a tobacco trial, known to historians as the "Parsons' Cause", that first brought public attention to Patrick Henry, the famed schoolboy orator of the Hanover (Va. County) "Slashes". While Henry, who later was to gain fame for his remarks on "give me liberty or death," won the case from his former clients, he invoked the rancor of the Established Church (Anglican) clergy.

But tobacco had an even greater role in the winning the surrender of Lord Cornwallis to the French and American troops at Yorktown, Va., Oct. 17, 1781. Note: Yorktown is less than 30 miles from where Rolfe "made" his first tobacco crop at Jamestown. When the colonials needed money to finance their effort, Benjamin Franklin, then serving as Ambassador to France, obtained a loan from France to the credit of the Continental Congress in the amount of 2,000,000 livres in gold—almost \$10,000,000—in exchange for 5,000 hogsheads of Digges' best tobacco.

Tobacco today continues to share an important role in our nation's agricultural economy. It is the nation's fifth field crop in cash yield. It is one of five crops to exceed the billion-dollar mark in return to growers.

The national cash-crop leaders, as measured in terms of billions of dollars:

1. Corn	\$ 2.536
2. Soybeans	2.524
3. Wheat	2.000
4. Cotton Lint	1.600
and Seed	
5. Tobacco	1.326

Tobacco for many years has ranked among the first five most important agricultural crops in value of U.S. farm exports. It has been of great assistance in the balance-of-payments program. Tobacco exports last year totaled 642 million pounds (farm sales weight). This was 17,000,000 pounds above 1966 and our largest since 1946. Flue-Cured exports, at 528 million pounds, increased 19%. Burley shipments, at 55 million, were about the same as in 1966, which was the largest amount since 1927. Fire-Cured and Dark Air-Cured also had higher exports. Only Cigar Wrapper declined.

The major U.S. outlet for overseas sales was the United Kingdom, with 24% of the total. West Germany was second, with 20%.

The overseas sales of U.S.-grown tobacco in 1967 was valued at upwards of a half billion dollars. U.S.-grown tobacco accounts for nearly one fifth of the world production. Note: our U.S. wheat crop accounts for about 12% of the world output.



# PRINCESS SOYA

James (Soybean) Gardner  
Executive Director  
N.C. Soybean Producers Association

The importance of soybeans, as a cash crop, in North Carolina has made substantial gains over a relatively short period. No longer can the crop be treated as an adopted child, but instead it is receiving due recognition so well deserved. Last year (1967) North Carolina soybean producers harvested well over 1,000,000 acres averaging 25.4 bushels per acre for an income exceeding \$70,000,000.

The North Carolina Soybean Producers Association has successfully promoted a sell of the "Dare" soybean which is high in protein, in the Japanese market. In late 1967 an experimental shipment of 2,000 bushels was shipped to Ataka, Inc. a large trading firm in Japan for market testing purposes. As a result of their findings Ataka placed an order for 5,000 tons which was shipped to Japan November 19. With an all out effort the State can expect the size of future shipments to increase substantially over the next few years. Already negotiations for future shipments are underway.

The 1968 crop was hurt badly by the long drought and extreme hot weather in August. Yields on a state average are expected to be only 15 to 16 bushels per acre. This cost N.C. Soybean Producers well over \$25,000,000 compared to the 1967 crop.

The pretty young lady pictured here is Miss Annette



Dr. Charles Brim, developer of the Dare type bean at NCSU research greenhouse, inspecting "Dare" plants with Princess Soya—Miss Annette Fairless

Fairless of Colerain, North Carolina. The daughter of Mr. and Mrs. Poe Fairless, Annette has served North Carolina proudly by being named as the first runnerup in the National pageant held in New Orleans, August 1968, and representing North Carolina soybeans producers by whom she is held in the highest esteem.

Research programs the Association is sponsoring are paying off. We feel substantial gains are forthcoming as a result of the on-the-farm tests and the weed control programs presently underway at North Carolina State University in Raleigh. John Clapp, soybean specialist, has done an excellent job with the fertility test this year, and Dr. Bill Waldrop has made gains in the weed control program. We feel that research is an absolute necessity to reach the goals necessary to keep soybeans on the move to overseas markets.

## EDITORS NOTE:

Today 65% of the flue cured tobacco sold in the U.S. to all markets is produced in North Carolina

Not only North Carolina but nineteen other states have a large stake in tobacco. The entire industry is a multi-billion dollar wealth-producing industry, a type so needed to support private enterprise economy with investment capital and job opportunities. Hundreds of thousands of people are supported by working in this American industry or related businesses. Their welfare is not only being threatened by Federal Agencies but by the unfounded charges of militant anti tobacco organizations. We are informed that no constituent or component in cigarette smoke has been identified as harmful to human health according to the American Medical Association.

## AT PRESS TIME

### TOBACCO NEWS

January-September 1967		
Exports	Flue-Cured	282,000,000
	All types	385,000,000
January-September 1968		
Exports	Flue-Cured	311,000,000
	All types	425,000,000

It is estimated that the 1968 flue-cured exports will exceed 427,000,000 and all types will exceed 572,000,000.

according to: MALCOLM B. SEAWELL, Executive Secretary and General Counsel

LEAF TOBACCO EXPORTERS ASSOCIATION, INC.



# GENOA

# "What would



5th in a series called:  
*"Roaming the Seven Seas with Betty Casey"*  
 containing her impressions and highlights of her visits  
 to Genoa.



A shipyard: an outstanding amount of construction has  
 been carried out in this sector in recent years also on  
 behalf of numerous foreign orders

"In fourteen hundred and ninety-two, Columbus sailed the  
 ocean blue. . ."

With a head full of adventurous visions about treasured  
 lands which he was to discover, Columbus left behind him  
 the plain little house of his weaver father. The house still  
 stands in Genoa, Italy's busiest port city, along with a statue  
 honoring the now famous navigator.

What would Columbus' reaction be if he could be brought  
 up-to-date? If he could see the amazing developments made  
 possible by those brave, epochal feats of navigation, carrying  
 him under the Spanish flag, across the uncharted Atlantic?

If he could view the later discovery by his fellow country-  
 man, Americus Vesputius, the vast American Continent near  
 the islands of Cuba and San Salvador which Columbus died  
 thinking was China? The switch of the center of civilization

and world trade from the Mediterranean to the Atlantic?

The familiar boot shape of the Italian peninsula juts into  
 the warm, blue Mediterranean sea like a pier, within easy  
 reach of Africa and Far East traffic lanes. It makes up the  
 700 mile length and up to 200 mile width of the mainland  
 which with a scattering of islands compose the Southern  
 European Republic. An ideal position and shape for the  
 maritime eminence which has marked it's history.

The great range of the Appennines runs down the center  
 of the boot to its very toe. Hills that ripple out from this  
 central ridge—sometimes all the way to the seacoast—are  
 responsible for much of Italy's scenic grandeur. The long  
 peninsula and main islands, Sicily, Crete and Sardinia, have  
 miles and miles of shore-line bathed by mild and azure seas.

Racial strands interwoven throughout Italy—Greeks, Phoeni-  
 cians, Carthaginians, Romans, Goths, Byzantines, Saracens  
 and Normans—have left their stamp on the people as well as  
 on the land. It is a powerful mixture.

Italians of the mainland are colorful and volatile, whereas  
 Sicilians are fiery. The mountain people are hardy and  
 energetic, vigorous and productive.

Northern Italy is industrialized and Southern Italy is a  
 warm and smiling land. Italy's greatness stems from the  
 past—it's fabled cities with their rich inheritance of art and  
 culture.

The sacred splendor of St. Peter's famous church in Rome,  
 under Michelangelo's perfect dome is the very heart of the  
 Roman church. Although predominately Catholic in religion,  
 the country also has sizable groups of Protestants, Hebrews  
 and Greek Orthodoxists. A recent bill to introduce divorce  
 was again rejected by these people whose language has  
 developed from Latin.

Genoa, a picturesque city clinging to the lower slopes of  
 the Anennines, sometimes called "La Superba," is a mixture  
 of modern and ancient architecture and customs. It is cradled  
 in the northwest curve of shore just above the knee of the  
 boot.

The transatlantic liner "Michelangelo", flagship of the  
 Italian mercantile fleet in the roads at Genoa.





# Columbus think about it now?"

By Betty Casey

Jammed with 848,000 of Italy's 53,327,461 gregarious, excitable, ambitious citizens, Genoa is the country's major cargo port. It is centered in the province of Liguria, of which it is capital, on a narrow crescent of land hemmed between mountains and the Gulf of Genoa. This curving shelf of land forms the Italian Riviera. A gay garland of fishing villages, and popular resort towns crowded with a polyglot of tourists, are strung in the sun along its brilliant blue Mediterranean waters.

The white wake of tankers, ferries and hydrofoils fan out on domestic routes connecting the mainland with Italy's islands. Eager hordes of tourist sun-followers are carried to the balmy beaches along with food and furnishings necessary to keep them happy. Tourism is an economic and social factor of enormous importance.

Favorable climatic conditions in Liguria led to the strong development of such agricultural crops as olives, citrus, peaches and flowers. The richness of this region is greatly due to the flourishing mechanical and metallurgical industries mainly concerned with shipbuilding and the manufacture of railway rolling stock, oil refining and food processing.

Genoa is strictly business. With Milan and Turin, it forms an industrial triangle. Since before Christ it has been a maritime center with fluctuating greatness.

Now, tall sparred masts and funnels of hundreds of ships flying flags of every nation choke the noisy, smelly port. With the active engagement of Italy's National Institute for Foreign Trade, the Genoese, under the green, white and red flag of Italy, sail to distant markets around the modern globe—from Rio de Janeiro to New York to cities of emerging new nations.

Three regular lines run by the Italian merchant navy, both

Intensive flower and ornamental plant cultivation in the nursery gardens of the Ligurian Riviera.



those run through the Italia, Lloyd Triestino Tirrenia and Adriatica Companies, and those run by independent ship-owners, cover the entire globe. Most important are lines to and from the Americas, The Middle East, the Far East and Africa.

Transatlantic flagships, the "Michelangelo" and "Rafaello," which came into service in 1965, follow a path blazed by Columbus. Other recently constructed units have enabled the Italian merchant fleet to take an increasingly competitive place among nations.

Most of the ships have been constructed in the national shipyards. Important is the development of the tanker fleet which currently represents more than a third of the entire merchant fleet. Ship construction yards also fill numerous foreign orders. More efficient industrial organization and laws are facilitating building of new ships which aid the fishing industry.

Political and economic ups and downs have plagued Italy from time to time. But Article I of the modern and progressive Constitution of the Republic, established in 1944, after WWII, states that "Italy is a democratic Republic founded on work."

"It is necessary," said Giuseppe Saragat, President, "that reforms be brought forward at once in order to help the country overcome the uncertain balance between the needs of modern productive economy and the volume, purpose, and efficiency of the services offered by the public administration."

Now, Italy, fourth populous nation in Europe, is reaping the benefits of a new boom. Recent progress in industry has brought with it parallel expansion in internal and foreign commerce. The 1966 government crisis resulted in establishment of the present recuperative policy of social improvement dependant on strengthening the country's economy.

Italy, still bickering with Austria over ownership of the Tirol, vetoed Austrian membership in the European Economic Community (EEC). As one of six nations members, Italy is enthusiastic about EEC and has benefitted from its program.

With the index of industrial production climbing steeply, up 10.9% in 1967; and steel production in particular, very good, 18.7% higher than in 1966; the economic picture is looking up. New impulses are perceptible in every sector of industry.

Sun-kissed vineyards and olive groves combined with progress in science and technology make up a dual agriculture and industrial economy providing varied exports which in 1967 were up 10% over 1966 figures. Imports rose 13.7% in the first six months of 1967.

More than 4000 units in the Italian merchant navy handled over 6 M gross tonnage in 1966, putting it in eighth place in the world scale. Exports include olive oil, wine, fruits, silks, velvets, flowers, soap, chemical products, precision instruments, handcrafts and motor cars.

Scientific research, begun with the geniuses Galileo and Leonardo Da Vinci, has been carried on for centuries in Italy. The country now has plans for construction of its first nuclear ship in anticipation of developing a complete nuclear fleet.

A new telescope, near Bologna, believed to be the most powerful of its kind in Europe is to be used primarily for studying the evolution of the universe and quasi-stellar radio sources. A nuclear power station is expected to be in operation by 1971.

The cultural life of Italy was stimulated by restoration of the art galleries, museums and churches in Florence, open for the first time since the devastating floods of 1966. Italy occupies a special place in the world due to its cultural documentaries and great art masterpieces—sculptures and paintings.

These fragile objects are essential to the understanding of civilization. Florence benefited from the solidarity and help of all the world with the rescue of its treasures from that great flood. It has been said that, "Everything it (Italy) has belongs to the whole of humanity."

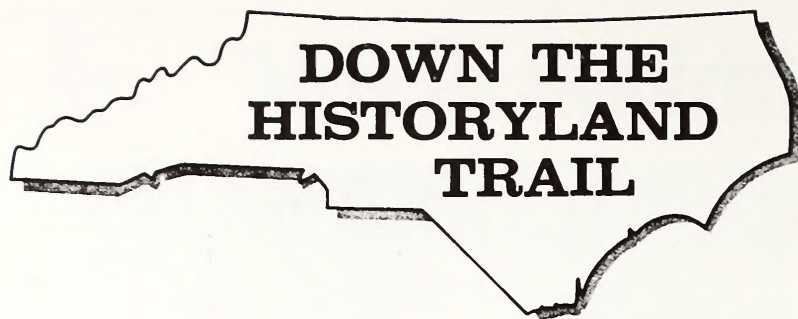
If Columbus could see the world developments made possible by his courageous adventures, no doubt he would be astonished and perplexed. And who knows—perhaps proud?

*pictures courtesy of the press office of the Italian Embassy, 1601 Fuller Street, N.W., Washington, D.C.*





The beautiful new Archives and History Building, Raleigh, N.C.



by  
(Mrs.) Elizabeth W. Wilborn  
Staff Historian, Division of  
Historic Sites, State Department  
of Archives and History

## The Best Sailing Waters . . .

# PAMLICO

The harbor at Oriental in Pamlico County is often dotted with sailboats. Sometimes graceful sloops stop at the Marina to load on provisions or to eat the delicious seafood served at the restaurant. One is never far from water in Pamlico County. Almost half of the area of the county is in water—rivers, creeks, and the Pamlico Sound. At Dawson's Creek Lawrence Stith of New Bern, has restored China Grove plantation house which looks out over the Neuse River. The river is almost five miles wide at this point. The house, once derelict, has been reclaimed; the wide porches entice the rockers and dreamers.

For many years Pamlico "moseyed" along with its citizens cultivating small farms and fishing commercially in the off season. Naval stores, an important economic asset of North Carolina in the colonial days, are still an im-

portant natural resource in the county. Much of the Pamlico woodland has been bought up by large pulpwood companies from outside the county; Pamlicoans would like to see this source of income returned to them. A tremendous effort is being made to revitalize the county's economy. All over the county there are signs of activity—bulldozers are moving earth near Arapahoe for a new country club and golf course; there are numerous attractive building sites in the vicinity. When the bulldozers were operating near the river bank a number of Indian artifacts were uncovered. These were carefully retrieved and are being kept to be identified and displayed.

The river banks should reveal a number of Indian village sites under the skillful trowel of a trained archaeologist. History-minded residents are trying to preserve not only Indian artifacts but houses and buildings also.

New year-around homes as well as summer cottages are being built in Pamlico and to provide trained men for construction work and other jobs that are being offered is the Pamlico Technical Institute at Alliance. The Institute like many of the Community Colleges, is staffed by a number of "local" people. Their pride in the Institute, in which more than 100 students are enrolled, is evident—they are sold on education.

There are more than 10,000 people who live in this eastern coastal county. They are a clan-nish group, often a boy marries the girl next door. All of the towns are small and sometimes three generations of the same family live within



a stone's throw of each other. Family reunions once a year bring large crowds together and afford those present a choice of delectable home cooked foods.

There is ample opportunity for the sportsman; there is game of all kinds—large and small. Deer bound, bear and alligator are to be found in the marshy swamplands, but for those who hunt small game only, there are quail, a variety of waterfowl, rabbit, and squirrel. The crisp air blowing across land or water, beckons the hunter during the late fall and winter. Fishing in Pamlico County is almost a way of life; Trent Creek speckled trout makes the best of breakfasts (and suppers, too). Residents fish for pleasure but they also fish commercially.

Much of the county is typically coastal in appearance yet there are certain areas that are similar to the Sandhills of North Carolina—deep sand, scrub oaks, and the same type of vegetation, or lack of growth of any kind. There are numerous pocosins in the Pamlico peninsula and miles of murky waters (many contain-

ing oyster beds).

The Olympia community is becoming noted as the home of America's largest holly tree. Though the tree bears no fruit, it is interesting, nonetheless, and future plans call for improving the road to make it more accessible.

The county is well known as the site of summer camps—two are sponsored by the "Y's" of Raleigh, Camp Sea Gull for boys and Camp Seafarer for girls. Two other camps are also located in Pamlico—Camp Don Lee for Methodist youth and Camp Caroline for young Disciples of Christ.

Pamlico is unique and strangely beautiful in places; it is not exactly like even another coastal county. It's a great place to relax, even if you do not hunt, fish or sail. The fine seafood, especially the crabmeat which is shipped out in season (20,000 pounds each day) by several companies, is reason enough to visit the county. Who needs a reason? Not the person returning for a second visit.



Harbor at Oriental





## EXPORT DEVELOPMENT

*Both pictures taken during the Munich IKOFA Exhibition carry the message of North Carolina's international trade activities. The N.C. State Ports Authority magazine was displayed and distributed to the many business visitors.*



A European fact-finding mission was recently conducted by newly appointed Export Development Coordinator, Ronald E. Mc Cowen, who visited the Netherlands, Germany, and France.

McCowen attended the following key international fairs normally held annually or biennially: Royal Netherlands Industries Fair, Utrecht; IGEDO—International Fashion Exhibition, Duesseldorf; U.S. Trade Center Show, Fluid Power Equipment, Frankfurt; International Book Fair, Frankfurt; IKOFA—International Exhibition of Groceries & High-Class Provisions, Munich; and SICOB—International Office Equipment Show, Paris.

Throughout this mission Mc Cowen met with commercial and agricultural attache's, importers, and fair directors for the purpose of determining the potential for North Carolina's participation in these fairs. Emphasis was placed upon agribusiness potential, since

most trade missions and overseas exhibition activity previously undertaken by North Carolina concentrated upon industrial products, i.e. manufactured goods, consumer goods, and the like. In order to integrate future international trade activities, Mc Cowen studied the feasibility of including a joint agribusiness effort, whether processed Foods, grains, or otherwise. Should this become a reality, future trade missions and overseas exhibition activity would encompass the industrial and agricultural segments of North Carolina's economy resulting from a joint promotional effort of C & I and the North Carolina Department of Agriculture.

Mc Cowen further reported that excellent opportunities exist for the promotion and exhibition of North Carolina agricultural commodities. The final report together with recommendations will be completed within a few weeks.

## Exports to Japan

### JOINT VENTURE US—JAPAN

Integrated Container Service, Inc., a world-wide container pooling and leasing organization based in New York, has placed a multi-million dollar order for marine shipping containers with the Nippon Strick Co. of Japan, a new manufacturing firm established last year by joint U.S. and Japanese interests.

Nippon Strick is a joint venture between the Strick Corporation of Fairless Hills, Pennsylvania, a leading American manufacturer of transportation equipment; Mitsui & Co., Japan's leading trading company; Mitsui Shipbuilding & Engineering Co.; and Fuji Heavy Industry.

The multi-million dollar order was announced by Y. Sakakura, president of Nippon Strick, following an extensive tour of major U.S. ports with officials of Mitsui & Co. (U.S.A.), Inc., New York.

The first phase of the order, said a Mitsui spokesman, calls for the delivery to ICS pool participants of 1,000 units of 8' X 8' X 20' ISO standard coupleable aluminum containers within the next year.

Last year, Nippon Strick delivered to ICS the first

marine containers ever manufactured in Japan, a few months after the joint firm was established.

Mitsui, which does \$1 billion of its worldwide total of \$6 billion in U.S.-Japan trade alone, is a pioneer in developing containerized shipping services in the Far East.

Mitsui tried its first door-to-door container shipping on a pilot basis in 1967, in cooperation with Mitsui OSK Lines, and was satisfied with the feasibility of this kind of shipping for its large U.S.-Japan operation.

### JAPAN INCREASES U.S. COKING COAL PURCHASES BY 40 PERCENT IN FIRST HALF

New York, New York—The Japanese steel industry increased its purchases of U.S. coking coal by 40 per cent in the first six months of 1968, according to the Japan Steel Information Center, here.

During the 6-month period, the United States exported 6,869,000 metric tons of coking coal to Japan. In the first half of 1967, U.S. exports of coking coal to Japan totaled 4,902,000 tons.

The United States is the principal source of coking coal for Japan's steel industry. Almost one-half of Japan's total imports in coking coal are of U.S. origin.



## "U.S. PACKING HELD UNIQUE...THE WORST!"

- Seventeen per cent of American military supplies arriving in South Vietnam were recently shown to be unusable because of damage resulting from poor packaging.
- Bad handling and stowage are responsible for some 47% of all preventable losses in U.S. export, and the figure has climbed 9% since 1953.



David S. Kloss, III,  
Grace Line, Inc.

As a result of numbers like these, Kloss makes the following flat statement: "U.S. export packaging has regressed, deteriorated and degenerated to its lowest ebb since World War I. Internationally we're at the bottom of the heap." At the top Kloss places Japanese and West German shippers, both of whom score about twice as high in freedom from damage as their counterparts in this country.

### CONTAINERIZATION AND PACKAGING

1. The domestic pack should be sufficiently strong to withstand normal rigors of domestic handling.
2. The shipment must be of sufficient volume to utilize container cube and be loaded by shipper at his warehouse into the container.
3. Delivery of loaded container must be made directly to consignee.

Shipments meeting the above requirements are true container movements. Handling of product is reduced from an average of eleven times to an average of three, thus reducing exposure to damage.

Unfortunately, the condition described is rarely met. Too often limited quantity of goods are shipped by truck or rail to piers for containerization. Since exclusive use of container cannot be granted, the goods must be combined with those of other shippers. This prevents through movement of the container at port of discharge as may, in turn, conditions prevent through movement of a shipper fill container. Discharge of the container at the off loading port subjects contents to same hazards experienced by cargo carried in ordinary stow. This then defeats the purpose of containerization.

Fortunately the problem is not insurmountable. However, the burden of decision must be placed upon the shipper rather than on the carrier. To determine feasibility of containerization the shipper should endeavor to ascertain the following:

1. Does he have adequate merchandise to fill the container.
2. Will his product size and shape adopt to containerization.
3. Is his facility adequate to permit loading of the container on premise.
4. Do facilities at the discharge port permit through movement to consignee.
5. Can consignee unload the container on premise.

See page 22

### PERSONNEL CHANGES AT WILMINGTON STATE PORTS TERMINAL



Fernandes

At Wilmington W. H. Friederichs, Operations Mgr. has announced that effective October 1, 1968 Mr. L. C. Smith, Jr. will assume all responsibilities as Superintendent of this Terminal's Railroad Services.

Mr. E. H. Fernandes has been appointed to fill the position of General Superintendent, formerly held by Mr. Smith. We are confident that his prior experience, plus the administrative and functional knowledge of this terminal's operations gained since he has been in our employ, appropriately qualify Mr. Fernandes for this position.



Westcott

Harry T. Westcott, Chairman of the North Carolina Utilities Commission, Raleigh, was elected president of the National Association of Regulatory Utilities Commissioners in Chicago, Wednesday, November 13. It is the only time in the eighty year history of the Association that its president has been elected from North Carolina.

### BOOST TO SOUTHEAST N.C. ECONOMY

Figures recently released by the Eastern Area, Military Traffic Management and Terminal Service (EAMTMTS) show over 20 million dollars put into the Southport-Wilmington economy for Fiscal Year 1968.

The amount, which includes payroll, utilities, local purchases and local contracts, was expended primarily in the operation and support of the Military Ocean Terminal, Sunny Point, a subordinate installation of EAMTMTS.

The Eastern Area, one of two subordinate commands of the Military Traffic Management and Terminal Service, is a tri-service staffed agency responsible for operating military ocean terminals and controlling passenger and cargo movements for all military services in the Eastern and Midwestern portions of the United States. Its three military ocean terminals and 17 field offices, outposts and detachments range from the Gulf Coast to Boston to the Great Lakes.

Hdq. Information office  
Brooklyn, N.Y. 11250



# FROM CALEDONIA TO CAROLINA

by L. C. Bruce



LEFT TO RIGHT: Governor Dan K. Moore; Curtis Russ, Highway Commissioner; Governor Buford Ellington, Governor of Tennessee; Lowell K. Bridwell, Federal Highway Administrator

Hundreds of years ago a proud people stood in the highlands of Scotland with heads bowed and received from their arch enemies the Norman and Anglo-Saxon Knights of England the mercy of a victorious king. This mercy, known in history as the "Oath at Culloden", was taken by the chieftains of the highland clans and it said that neither they nor their posterity were to ever again raise up their arms against the British Crown.

Those who know the Scottish people also know that this compromise with their code made life in their beloved highlands unbearable. The oath was the result of bitter defeat after many many persistent years of fighting for the freedom they once knew.

This event in history is recorded here to remind us that had it not been for this oath North Carolina would probably never have been the residence of descendants of these proud people in such great numbers as we know today.

The highlanders came to North Carolina in several waves. It was not long before one of them discovered the great landmark of Western North Carolina, known as Grandfather Mountain, which so resembled his beloved Scottish Highlands.

So it was on October 22, 1968, shortly after noon, Governor Dan Killian Moore stood on the slope of

Grandfather Mountain and transferred a deed of right-of-way for the passage of the last link of the Blue Ridge Parkway. This land was being deeded by Hugh McRae Morton and his family to North Carolina and thence to the National Park Service of U.S. Department of Interior.

Two days later on October 24, Governor Moore, a descendant of these same Scottish people and their Irish cousins, stood in an area on a line between North Carolina and Tennessee and helped Governor Buford Ellington open a link of Interstate 40 which penetrated the spectacular Pigeon River Gorge of the Great Smokies.

Surely on these days the people who are descended from those ancient Scottish Clans could hear the bagpipes playing as the magnificent transportation arteries were opened through the formidable mountains of Western Carolina into Tennessee.

While standing in the crowd at the Dedication of Interstate 40, we began to contemplate that when all of Interstate 40 is reality, one can conceivably leave the Pacific Ocean at Santa Monica, California, driving over Interstate 10 to Barstow, then on Interstate 40, all the way across this vast nation into the heart of the Smokies via this link, then on to Greensboro, North Carolina, where Interstate 85 connects to Durham. There, at present, one can pick up U.S. 70 without friction and proceed to Morehead City, the home of one of our state ports.

When the Blue Ridge Parkway link is completed across Grandfather, not too far from the Old Yonahlossee Trail, it will mean that one can travel from Front Royal, Virginia to the Great Smokies in North Carolina by way of the crest of the Blue Ridge and Smokies without seeing one stop light to block the path.



Crowd at I-40 Opening

Interstate 40—Pigeon River



And so it was as we stood in this wonderful western land and heard the strains of the bagpipes, we once again understood how such slender threads of history control the destiny of mankind.

Do you think it possible that any one of the highland chiefs, bowing his head at Culloden in the Caledonia Highlands, could have imagined that one day his descendants, having ceased using their genius and energy toward fighting off the English yoke would migrate to wonderful western North Carolina and apply these talents and energies toward creating a new nation in the wild hills? That they would come to master the hills with modern methods of construction of modern transportation facilities such as we have on the front cover and show on these pages?



Governor-Elect Robert W. Scott

To complete the story and tie the Highlands of Scotland to other parts of North Carolina we call attention to the fact that Robert Walter Scott, who will occupy the Governor's chair in North Carolina in 1969 is also a descendant of these Scottish people.

His forebearers came to one of the headwaters of the Cape Fear, the Haw, near Alamance, from those Scottish lands many years ago.

LEFT TO RIGHT: Senator Sam Ervin; Governor Dan K. Moore; Mr. Harthon Bill, Acting Director of National Park Services; Mr. James T. Broyhill, U.S. House of Representatives; Mr. Granville B. Liles, Superintendent Blue Ridge Parkway; Mr. Ronald Ligon, President Blue Ridge Parkway Association





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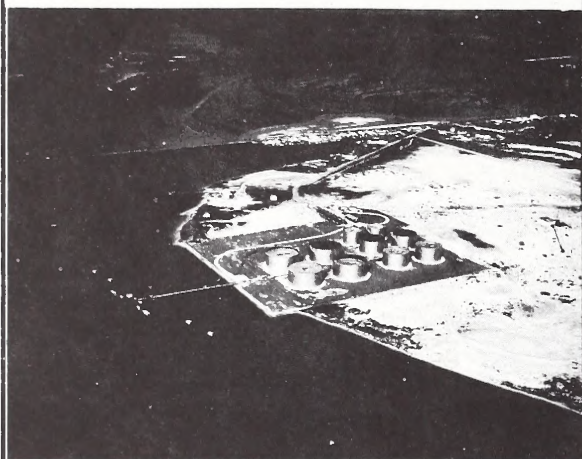
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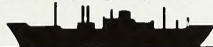
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## FLOOR COVERING MILLS, PRODUCTS

*Germany*—Tufted carpets, needle punched carpets.

## WOOD PRODUCTS

*Jamaica*—Picture frames, picture frame mouldings, related accessories.

*Malawi*—Handles, wood, turned and shaped for axes, hammers, picks.

## HOUSEHOLD FURNITURE

*France*—Wood furniture, household, clubroom, juvenile; preferably novelty, small pieces of furniture including bedroom furnishings.

## SYNTHETIC MATERIALS

*Afghanistan*—Rayon yarn, viscose.

## DRUGS

*Japan*—Cytidine diphosphate choline (central nervous system stimulants).

## TIRES, TUBES

*Afghanistan*—Pneumatic rubber tires for cars, trucks.

## CUTLERY, HAND TOOLS, GENERAL HARDWARE

*England*—Builders hardware, cabinet hardware, architectural ironmongery items.

## SPECIAL INDUSTRY MACHINERY

*Germany*—Stone working machinery.

*Iceland*—Machinery used in repair, changing of tires.

## SERVICE INDUSTRY MACHINES

*Netherlands*—Laundry and dry-cleaning machines, equipment.

## ELECTRICAL INDUSTRIAL APPARATUS

*Germany*—Electronic industrial controls.

## ELECTRIC LIGHTING, WIRING EQUIPMENT

*Ireland*—Electric lighting fixtures, all types.

## AIRCRAFTS, PARTS

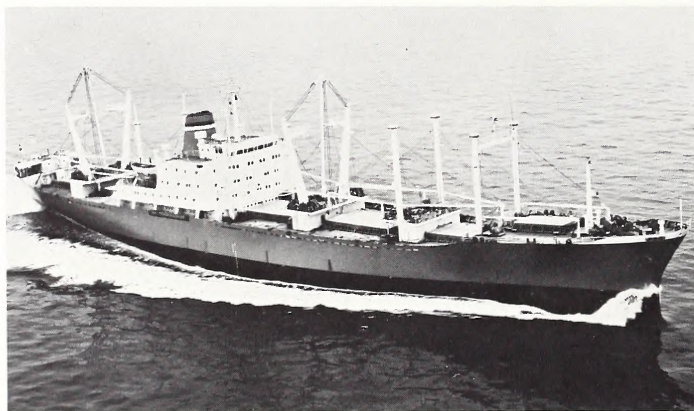
*Australia*—Light aircraft, twin engine or jet.

## SURGICAL, MEDICAL, DENTAL INSTRUMENTS

*Brazil*—Personal safety appliances, equipment; protective gloves, other equipment.

## SECOND HAND STORES

*Afghanistan*—Used clothing.



S.A. CONSTANTIA, NEW SAFMARINE VESSEL, ON MAIDEN VOYAGE

The S.A. Constantia arrived in the Port of New York on August 29.

The ship, owned and operated by Safmarine, was on its maiden voyage to South Africa.

The S.A. Constantia is 551 feet long and has a dead weight tonnage of 12,370. The ship has a bale capacity

of 653,040 cubic feet; 1,200 tons of deep tank space, and 36,000 cubic feet of refrigerated space. The S.A. Constantia, under the command of Captain S. Lester, has a top speed of over 20 knots.

Safmarine is a private, non-subsidized company owned by stockholders in South Africa, Europe and the United States. The Company also owns travel agencies and other associated enterprises.





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*W. H. Friederichs, Operations Manager*

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**DRY CARGO WHARF:** 3,695 feet of continuous marginal concrete wharf with wide aprons. 34 feet of water alongside at mean low water (channel project now being deepened to 38 feet) capable of working seven vessels simultaneously. Additional 900 ft. of wharf under construction.

**TANKER BERTH:** T-head type with mooring dolphins, supported by tank farm and available undeveloped area.

**TRANSIT SHEDS:** Four fully-sprinklered, modern, concrete, steel, and masonry buildings total 506,000 square feet.

**OPEN BERTH:** 800 continuous feet, as well as other open areas between sheds and at ends of wharf, backed up by 13 acres of paved open storage accessible by rail or truck.

**WAREHOUSES:** 500,000 square feet, fully sprinklered. **BONDED WAREHOUSE** space available by arrangement with management.

**CARGO STORAGE SHELTER:** 240,000 square feet, open ends, concrete and steel, paved building, equipped with overhead bridge cranes and served by truck and rail access to all parts.

**U. S. CUSTOMS SERVICES:** All services for the Port of Wilmington, including Classification and Value Section, located on terminal property.

**SCALES:** Two truck scales and one railroad car scale conveniently located on terminal. Certified weighmasters on 24-hour duty.

**TRACKAGE:** Double marginal tracks with crossovers along full length of wharf apron. Depressed tracks serving rear of transit sheds and warehouses. Storage yard capacity—370 rail cars. (Four diesel switching engines operated by the terminal.)

**HEAVY EQUIPMENT:** Two 45-ton capacity gantry cranes equipped for 80-inch magnet and two or six yard bucket operations. A 75-ton gantry crane (at 70 ft. radius) can be used in tandem with either of the 45-ton cranes for lifts up to 120 tons. The larger crane is speedily convertible for fast single line lifts, magnet or bucket, as well as container cargo operations."

**CARGO HANDLING EQUIPMENT:** Forklifts of various capacities with accessories—cotton and paper clamps, etc., tractors, cargo trailers, 5-ton mobile crane, stevedore-type cargo pallets.

**LOADING & UNLOADING:** Direct discharge or loading between ship's tackle and open top railcars possible by prior arrangement. Rail and truck docks for loading and unloading at transit sheds and warehouses; ramps for easy access into sheds and warehouses.

**FUMIGATION:** Modern fumigation plant with two large vacuum chambers.

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*Charles McNeill, Operations Manager*



## STATE PORT TERMINAL MOREHEAD CITY

**SHIPSIDE SITES:** Including existing rental buildings available to private enterprise for specialized purposes.

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**BARGE TERMINAL:** Four 300-foot berths completed 1968.

**TRANSIT SHEDS:** Three total 220,000 square feet. Two of steel, concrete and masonry, one of metal. All sprinklered with deluge systems.

**WAREHOUSES:** Seven storage warehouses, totaling 588,000 square feet, sprinklered with deluge systems. Total 30 fire segregation sections. Bonded warehouse space available.

**OPEN STORAGE:** 13 acres of paved open storage.

**SCALES:** Certified public truck scales available on terminal.

**TRACKAGE:** Double marginal tracks with crossover, full length of wharf. Single depressed track full length rear of transit sheds and warehouses. Southern Railway freight car storage yard adjacent to port property.

**CARGO HANDLING EQUIPMENT:** Fork lifts with detachable accessories such as paper and bale clamps, etc. Facilities for full palletization cargoes. Tractors and trailers.

**HEAVY EQUIPMENT:** Berths 6 and 7 have two 75-ton gantry cranes with full crane services including buckets, electromagnet, etc. Cranes may be used in tandem with 150 ton capacity.

**U. S. CUSTOMS:** A designated customs port of entry with permanent personnel assigned.

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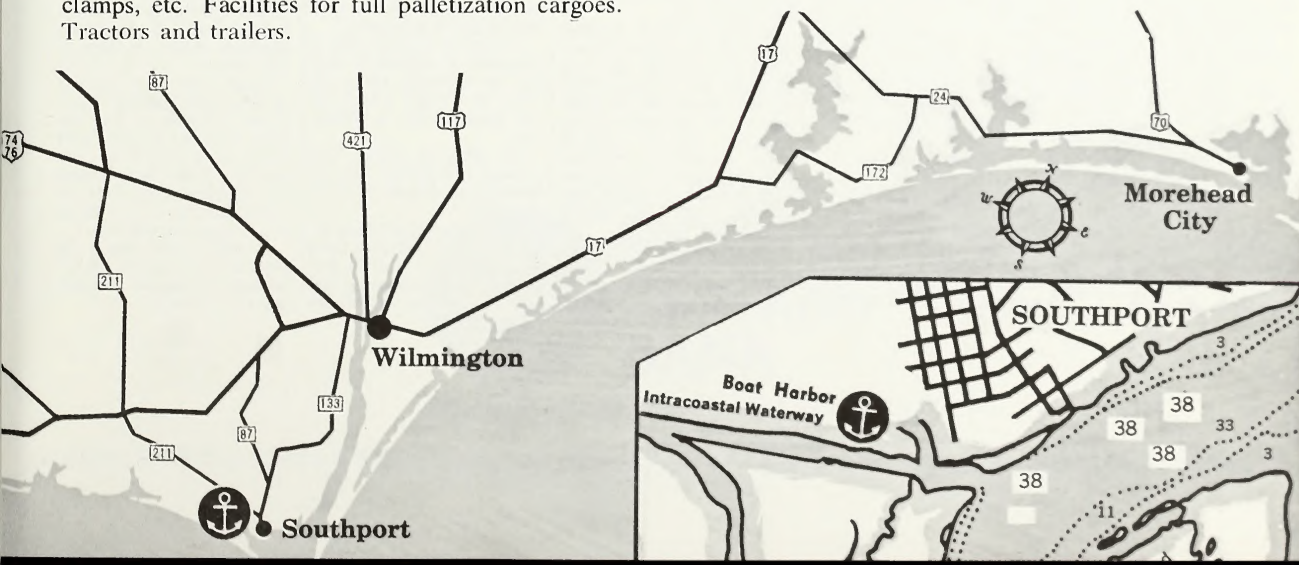
**LOADING OR UNLOADING:** Truck and rail docks for loading or unloading at transit sheds and warehouses; easy access into transit sheds and warehouses.

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# The News and Observer

Raleigh, N. C., Sunday, October 9, 1966

## Vatican Meeting Brings Export Sale

By GUY MUNGER

A chance meeting on the steps of the Vatican has prompted a North Carolina firm to tie up an export package that is believed to be the first of its kind in the State.

Egbert L. Davis Jr. of Winston-Salem, president of Atlas Supply Co., wholesale distributors of plumbing, heating, air conditioning and industrial materials, was in Rome when he happened to meet Bruce Peabody, then working on export development for the State Department of Conservation and Development.

During their conversation, Peabody mentioned the work N. C. State University specialists were doing in Lima, Peru, helping with development of the Universidad Agraria and its programs for raising the economic level of that South American nation.

### Potential Market

Peabody suggested that Atlas Supply might consider furnishing some of the material that would be needed to build the university.

When he returned home, Davis turned the proposal over to Oliver S. Moore, general manager for Atlas Supply.

Moore, in turn, did a bit of thinking.

Atlas Supply has done export business for 15 years, selling in Jamaica, Puerto Rico, Brazil, Newfoundland, Bermuda and Iran. The firm knows many of the intricacies of international trade. But its product range is, after all, limited.

Why not, thought Moore, draw in some other North Carolina companies, put together a package that would include a sizable number of the items needed to equip the new Peruvian school?

### Firms Interested

Moore sounded out Carolina Builders, Graybar Electric and Montgomery-Green Co. of Raleigh, Myrtle Desk of High Point and Southern Desk Co. of Hickory. They were all interested. Virginia Metal Pro-

ducts was added to the list to supply shelving and book racks.

Moore's next move was to sell the workability of his plan. He flew to Peru and told his story to the architects, W. L. O'Brien of Greensboro and Robert Etheridge, formerly of Raleigh, then to officials of the Universidad Agraria.

Moore got the go-ahead, quotes were gathered and bids prepared.

So far the North Carolina group has been awarded contracts for plumbing, electrical switching gear, library shelving and furniture for 18 buildings at the Peruvian school, including libraries, student union, dormitories, laboratories and offices. A decision is forthcoming on bids to supply hardware and seating equipment.

Moore estimates that by the end of this year, \$120,000 worth of materials will be shipped to Lima. Quotes have

been prepared in another \$700,000 worth.

Under the plan developed by Moore, Atlas Supply purchases the materials from the other firms, then re-sells them to its South American customer, in this case the Peruvian government, acting under a program of the Agency for International Development.

What are the advantages? "For one thing," says Moore, "it eliminates a thousand pieces of paperwork."

Instead of dealing with a multitude of sources of supply, the university can go directly to a single source, Atlas. Responsibility is centralized.

The package selling idea extends even to the way the material is shipped to South America.

It was assembled in the Atlas Supply warehouse here then loaded last week in Seatainers, large containers that can be transferred directly

from truck or train to ship without repacking. The Seatainers were sealed before they left Raleigh, eliminating en route pilferage, a constant bugaboo in overseas trade.

The shipment now on its way to Lima will travel through the port of Newark, N. J., then via Grace Lines to South America. Moore had hoped to use a North Carolina port, making it almost entirely a Tar Heel venture, but neither Wilmington nor Morehead City was able to provide Seatainer service to Peru at this time.

Moore, who is a member of the North Carolina World Trade Association, the Raleigh Chamber of Commerce world trade committee and the West Coast-South American Shipping Conference, is enthusiastic about the future of the export package plan.

Already, Atlas Supply is gathering information on extending the service to other parts of the world.



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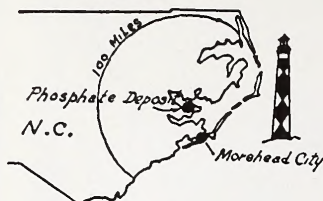


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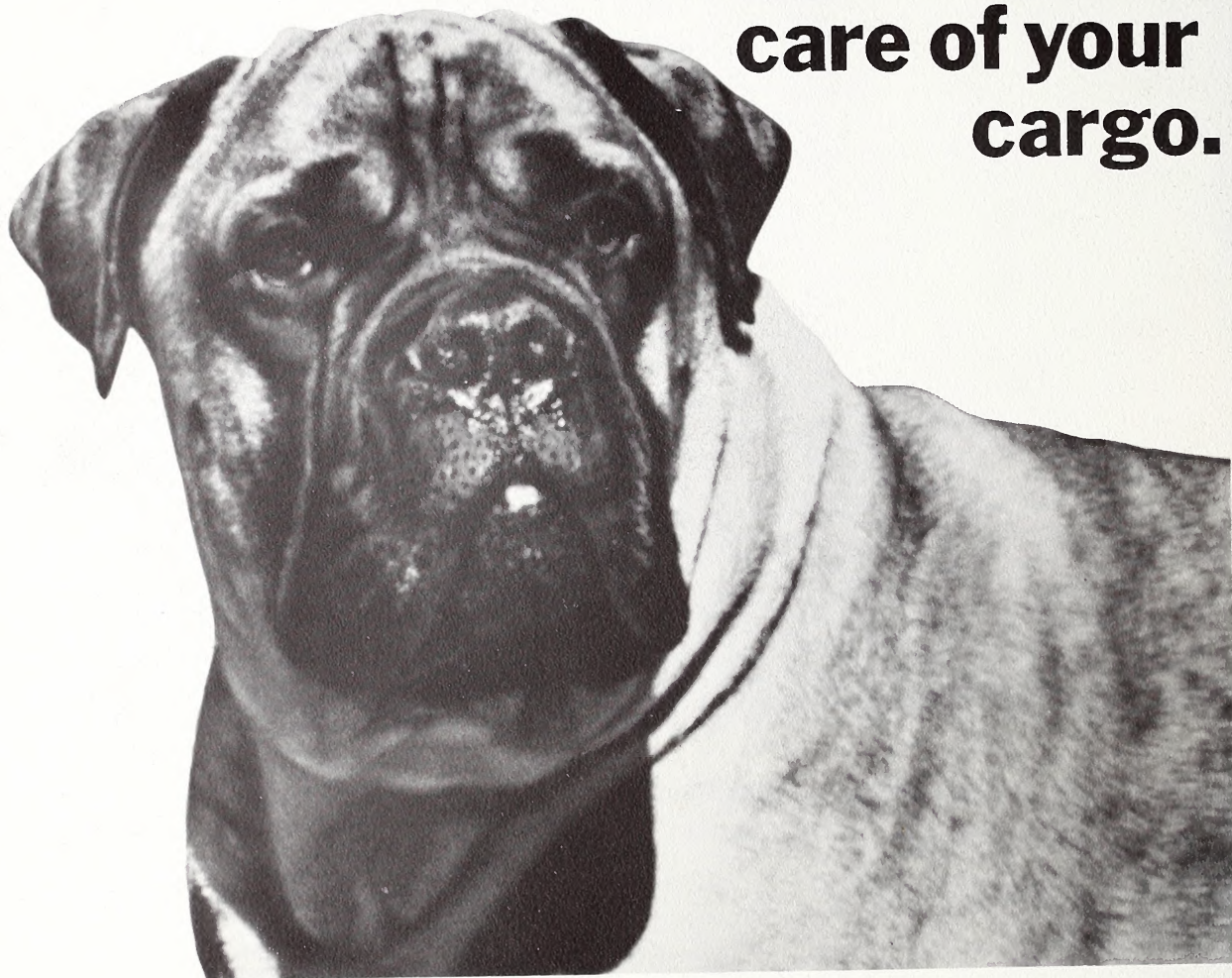
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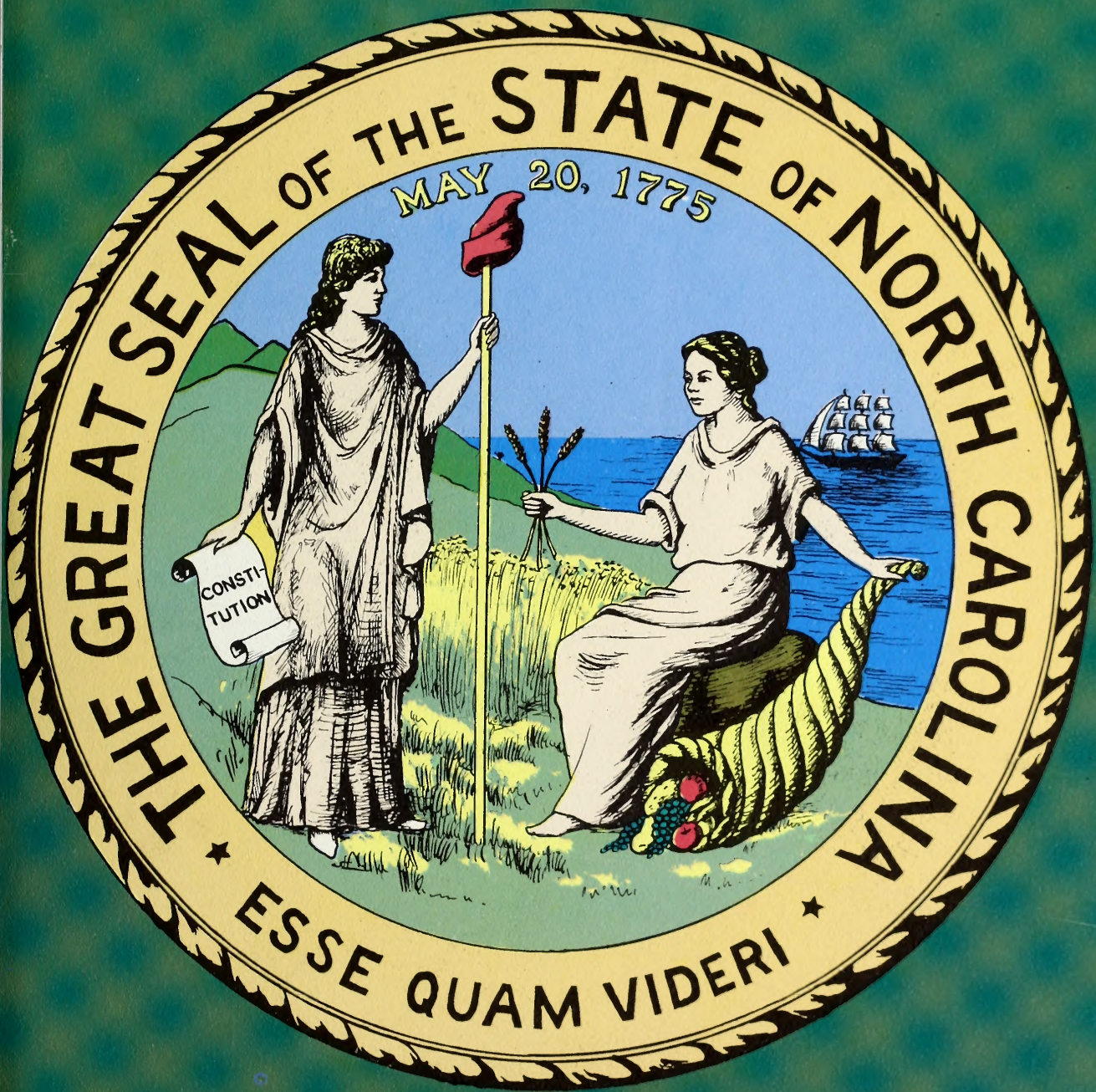
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WINTER, 1969





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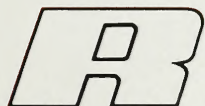
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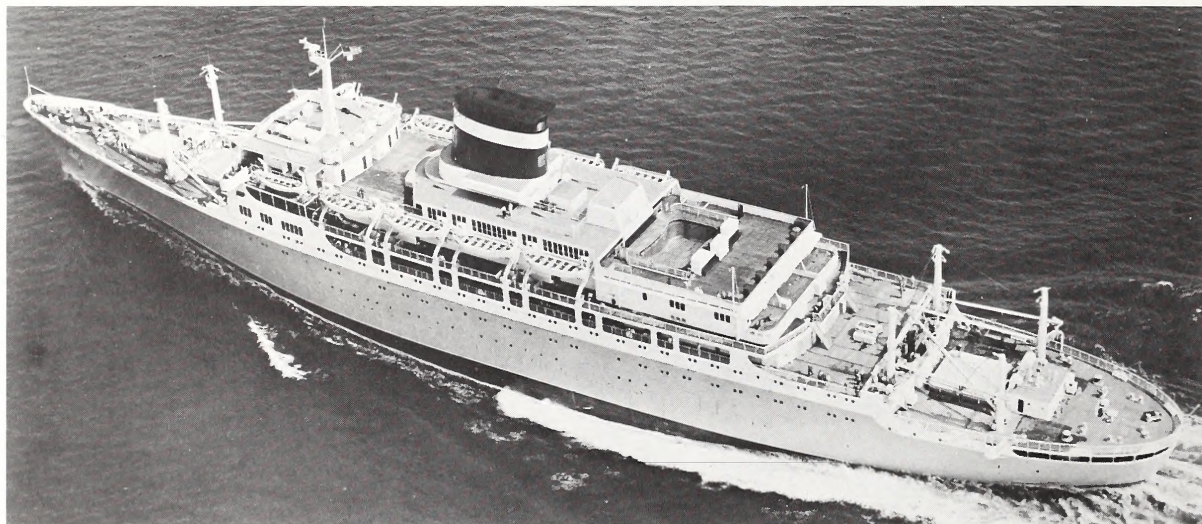
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## *The Voice You Hear...*

looks like this, when you call Wilmington Area Code 919 763-1621 ask for Accounting—and hear “MRS. BRYAN SPEAKING”—The attractive voice belongs to Mrs. Mamie Bryan (below left), likewise when you call 726-3158, Morehead City—Area Code 919 and ask for Charles McNeill, you get another attractive voice (below right) Mrs. Helen McBride. Isn't it amazing how they look as they sound?



Grace Lines—S. S. Santa Paula

## **SS Santa Paula Plans 4th Sailing**

Due to the overwhelming acceptance of her last voyage from Wilmington, the S. S. Santa Paula will make a fourth annual sailing from the Port City on May 10, 1969.

The 20,000 ton floating hotel, which is completely air-conditioned and boasts all outside rooms with private baths, will sail at 11 p.m. on May 10, 1969 from the N. C. State Ports Authority Terminal in Wilmington.

Ports of call for the 11-day cruise include Kingston, Jamaica; Santo Domingo, Dominican Republic; St. Croix, Virgin Islands; Curaco and Aruba in the Netherlands and Antilles.

The Santa Paula is registered in the United States and has an all-American crew. Grace Line is a wholly-owned subsidiary of W. R. Grace & Co., which also has many interests in the Carolinas, such as Carolina Nitrogen Co., Ambrosia Chocolate Company Plant in Charlotte, Dewey & Almy Chemical (Zonolite) Plant in High Point; Cryovac Division Plants and offices in both North and South Carolina.

Those interested in receiving further information and color brochures describing the fourth annual Tar Heel cruise, should contact the Grace Line, 1507 K Street, N. W., Washington, D. C. 20005.



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Administrative Ass't to Ports Authority*



OFFICIAL PUBLICATION

*North Carolina*

**STATE PORTS**



WINTER ISSUE, 1969, SPA MAGAZINE

VOL. 14, NO. 4

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In this issue we present for the sixth time a continuing feature called "Roaming the Seven Seas with Betty Casey." The feature is being written for us by Mrs. Casey of Greenville, North Carolina. Mrs. Casey has spent many years traveling, particularly in the orient and the south seas. The sixth feature is on Casablanca (See Pages 6 and 7).

Photo credits should be given to: Betty Casey, Hugh Morton; Archives and History Department, BASF, C & D, Atlantic Shippers

## COVER STORY:

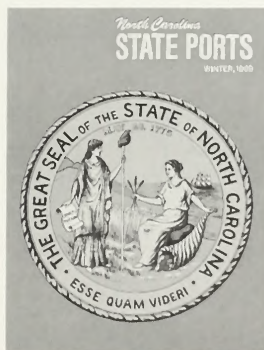
We publish again, by popular request, one of our most sought after covers.

This is the Great Seal of North Carolina, reproduced as designed by the Archives & History Department. The background of this seal reproduction is especially attractive because of the sailing ship and contrasting terrain.

This is said to be the official seal, and since Governor Robert W. Scott displays this seal, and since the Governor of North Carolina is the keeper of the seal, your editor thought it appropriate to reproduce it again at the beginning of his administration.

This repro may be cut out and mounted on a wooden panel, which makes an attractive desk or wall decoration.

For convenience in reproducing the seal in the future for our friends, we suggest you write us for info on repros of various sizes.



For information about:

THE NORTH CAROLINA STATE PORTS write or call L. C. Bruce, Editor & Publisher—State Ports Magazine, P. O. Box 149, Raleigh—Published Quarterly. 919 829-3855



Governor  
Robert W. Scott



Governor Scott appointed Roy G. Sowers Jr. of Sanford, Director of the Department of Conservation and Development in January.

Sowers was voted one of the 10 outstanding Democrats in North Carolina in 1964.

He took a leave of absence from the Roberts Company at Sanford to join the Scott campaign last year. He was a vice president with the Roberts firm, the world's largest manufacturer of textile spinning machinery. He graduated from Wake Forest University in 1948 with a degree in business administration.

He is married to the former Miss Joyce Howell of Sanford. They have a son, Roy III, and a daughter, Joyce Lynn Sowers.

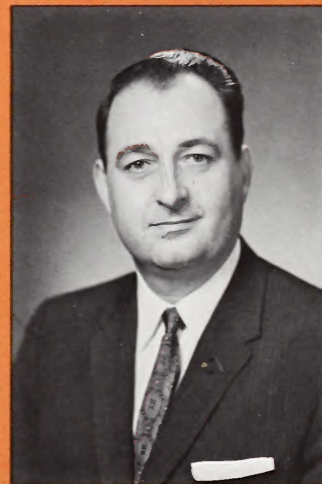
Governor Scott appointed William L. Turner Director of Administration to succeed Wayne Corpening. Turner comes to his new assignment from N. C. State University with an excellent background of administrative experience. He holds a B.S. (1948) and M.S. (1950) from NCSU and a DPA (1956) from Harvard University.

He is married to the former Marjorie Windle and they have 2 children.

Turner is quiet spoken and commands the respect of his peers. He is a member of the Rotary Club of Raleigh and holds numerous academic and honorary citations.



Roy G. Sowers, Jr.



William L. Turner



# BASF IN NORTH CAROLINA

In 1959 the first International Trade Mission from North Carolina went to Europe to seek out markets for North Carolina manufactured goods and to interest European industry in investments in the new industrial climate of North Carolina.

In 1961 BASF, as they are known throughout the world, if you do not wish to use their full name, which is Badische Anilin- & Soda- Fabrik AG, came to North Carolina. They invested knowledge and money and began their North Carolina operation.

In 1966, they doubled the size of their operation in Charlotte and are continuing to show a remarkable growth pattern.

The North Carolina State Ports are happy to have BASF as one of their customers and take this opportunity to salute them during this Tenth Anniversary Year of the first International Trade Mission from North Carolina.



Expanding BASF operation in Charlotte, N. C.





Port of Casablanca

6th in a series called:  
*"Roaming the Seven Seas with Betty Casey"*  
 containing her impressions and highlights of her visits  
 to Casablanca and Tangier

# CASABLANCA AND TANGIER after 13 years of Moroccan Independence

Things have changed since, in an old spy movie made in the glamorous, international, free-port city of Tangier, Charles Boyer issued to Hedy Lamar a seductive invitation to "Come weeth me to the Kasbah," giving rise to romantic visions of a country full of nothing but veiled harem beauties in an Arabian Nights setting.

Shops in the Kasbah (old walled city) no longer overflow with tax-free goodies from around the world. Dior fashion shows are no longer staged at La Minzah hotel, and the "jet set" has moved on to more exciting places. The port is no longer jammed with yachts and sail-boats and luxury liners. Why?

In 1956 the Kingdom of Morocco, almost 175,000 square miles with 12 million inhabitants, under the late King Mohammed V of the Alaouite dynasty, gained her sovereign independence from 44 years as a French and Spanish Protectorate. Hassan II succeeded his father in 1961. Morocco has moved forward steadily under its own steam into the modern picture.

Tangier, northernmost Moroccan port on the 620 mile coastline of the Kingdom, located on the northwest corner of Africa, became strictly Moroccan. The city was no longer divided between France, Spain, Great Britain, Italy, U. S. A., Belgium, Netherlands, Sweden and Portugal, but the port retained its position in the sun where waters of the Atlantic and Mediterranean meet at the entrance to the Straits of Gibraltar.

The little city of mostly white buildings curves around a lovely bay and beaches rivaling the Riviera which attract foreign tourists interested in a quiet holiday.

The port has expanded. A new pier was constructed entirely on the water.

Establishment of a free commercial zone for international goods has sparked interest in foreign use of the little National port. Tangier has a sizable maritime center and it handles an increasing amount of vegetable and citrus fruit exports. Plans are being made for construction of a new landing berth and a new maritime station.

A colorful conglomerate of people, speaking the national language, Arabic, and Berber, French, Spanish and English, mingle under tall palms along the streets of Tangier. Veiled Arab women wearing "jalabas" (robes), or "haiks" (loose white wrapper), interweave with burnoose-robed men, Berbers from the Rif mountains wearing red and white striped skirts and large floppy straw hats while herding heavily loaded donkeys, and a mixture of Europeans, Jews and Moroccans dressed in the latest fashions. Five times a day the Muezzin call from the Mosque sounds a reminder for Muslims to pause for prayer. There is freedom of religion so Jewish Synagogues and Christian Churches also serve their followers.

Rabat is Morocco's capital city, and the monetary unit is the dirham, which exchanges at about 5 to one for a dollar. Morocco has three Universities.

The varied, but usually sunny climate of Morocco offers year round swimming on some beaches, year round golf and winter skiing in the snow-clad Atlas mountains. This with numerous folk festivals, Roman ruins and attractive hand crafts increases the foreign tourist trade.

The annual May National Folklore Festival in Marrakesh



assembles troops of dancers from all of Morocco. An International fair at Casablanca in April has fine exhibits from everywhere and the Theatre and Folklore Festival at the Volubilis Roman ruins in July takes one back to ancient days. Native crafts—gold and silver jewelry, brass-ware, hand-loomed wool rugs, leather goods and wood carvings are plentiful.

America and Morocco have been on friendly terms since George Washington days when a friendly Sultan gave the U. S. a former harem building in Tangier's Kasbah. Owned by America longer than any other piece of foreign property, this building once served as the American Consulate General and has now been converted by the U. S. Foreign Service Language Institute into an Arabic language school.

Further development of co-operation occurred in 1943 when Roosevelt and Churchill met in the glamorous setting of Casablanca at the first, and historic, war conference held off of American soil.

Casablanca, the country's largest city, has an Old Medina (old port) but no Kasbah. It is a gleaming, modern, growing city and port of 10 million population. Its high rise buildings and modern hotels over-look a harbor exposed to fickle Atlantic winds, but the port, which handles 70% of Morocco's maritime traffic, is protected by a three kilometer long jetty.

The harbor's modern equipment has 6 kilometers of docks capable of handling ships up to 9 meters and others which can take care of ships up to 270 meters and 45,000 tons. A bulk sugar silo is being built.

An annual turnover of 120 passenger lines and 70 cruisers handles 60,000 passengers and 40,000 transit tourists. Passenger traffic is increasing from Marseilles and New York. The nearby petroleum port of Mohammedia which has a refinery, handles oil storage and transportation.

Rapid expansion of Casablanca's port is due to its favorable location. It is near water trade crossroads and is a moderate distance from fertile regions with orange and olive groves, and mineral deposits, with good land transportation connections to them. The city is also highly developed industrially.

The quay has 30 posts on two large piers. Equipment includes 85 cranes, 17 car cranes, 48 elevators, 150 tractors, 250 towing trailers, 3 floating cranes, 4 traveling gantry

cranes and many small pilot boats which move more than two million tons a year. Dock silos with 100 cells can accommodate 30,000 tons of grain.

Main export items of the country are phosphates which make up 27% of the total, and oranges making up 8%. Others include manganese ore, zinc and lead concentrates.

Figures for 1966 show that imports of goods worth over two billion 400 thousand dirhams exceeded exports by roughly 246 million. Important sources for imports were France, 38%, U. S. 12%, Cuba, 8%, and West Germany, 6%. Export destinations in 1965 included France, 44%, West Germany, 8%, Spain, 6%, and the United Kingdom, 5%.

Casablanca has a 300 meter dock for fishing trawlers. It is equipped with a modern fish market with a 1000 cubic foot refrigerated installation for handling fresh fish and seafood, including tuna. Extension of present harbor facilities are planned to meet expected growth.

The young, independent country is struggling to handle its national responsibilities and problems. It has long had border disputes, which continue, with Algeria, and territorial disagreements with Spain.

In 1967 the effects of the Arab-Israeli conflict dominated Morocco's political and diplomatic life.

King Hassan put three battalions of his best troops at the disposal of the United Arab Republic in the war. Conflict over this at home resulted in departure of Israelis who had been essential in certain sectors of activity in the country—causing an economic depression and a bad beginning to the tourist season.

Grain harvest was again inadequate—by 10 million quintals. Morocco made massive purchases of wheat from France and Spain upsetting the balance of payments and producing a deficit.

Purchasing power of peasants, which makes up three-fourths of the population, was decreased and internal consumption reduced. It caused depression in certain sectors of the Moroccan economy, particularly the textile industry.

Much that is fascinating in Morocco has remained unchanged for centuries. But in the thirteen years of its independence, the ambitious nation has moved toward an enlarged participation in progressive development on its own. That is why things have changed in Morocco.



Port of Tangier



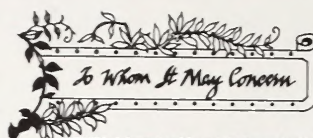
Tangier





Larcombe

## "Lou" Retires Will Be Missed



WHEREAS, Howard Newell Larcombe has been employed by the North Carolina State Ports Authority since 1950, and

WHEREAS, He has reached the age of retirement, and

WHEREAS, His customers, friends and associates have come to hold him in the highest regard, and

WHEREAS, He will be sorely missed by his colleagues of the North Carolina State Ports Authority,

NOW, THEREFORE, BE IT RESOLVED, That the North Carolina Ports Authority, at meeting in Raleigh on January 23, 1960, does hereby make it known to all the world that the retirement of Howard Newell Larcombe is received with reluctance.

RESOLVED FURTHER, That he is commended for his years of service.

RESOLVED FURTHER, That he is cited for his accomplishments.

RESOLVED FURTHER, That this resolution be spread upon the minutes of the Ports Authority, and the original presented to Mr. and Mrs. Larcombe.

RESOLVED FURTHER, That framed copies of color photographs of the two ports terminals be presented in the name of the Ports Authority to the Larcombe family.

RESOLVED FURTHER, That copy of this resolution be sent to the Governor of North Carolina.

E. N. Richards

Chairman



R. J. Tarr

## EXECUTIVE CHANGES AT LUCKENBACH



Barker

NEW YORK, N. Y. December 9—Luckenbach Steamship Company today announced the election of Robert J. Tarr to the office of Vice Chairman of the Board and Richard E. Barker and Robert Weiss to the office of Directors of the Company.

Mr. Tarr will remain Executive Vice President while Mr. Luckenbach continues as Chairman, Presi-

dent, and Chief Executive Officer.

Mr. Barker will continue as Vice President, Traffic as will Mr. Weiss retain his title of Controller.

Mr. Luckenbach stated that these promotions were in recognition of outstanding service to the rapidly expanding 118-year-old company.

Mr. L. C. Bruce, who has been Director of Public Relations for the North Carolina State Ports Authority since April, 1960, has been assigned the additional title: Administrative Assistant to the Ports Authority.

Mr. Bruce will continue to have full responsibilities in all areas of public relations, advertising, special promotions and other assignments as directed by the Chairman of the

Authority.

The assigning of this additional title is only to point out the fact that since 1965 he has been acting as Administrative Assistant to the Chairman, and will continue to do so.

E. N. Richards, Chairman





#### FISHMEAL

In 1967 the feed manufacturers of North Carolina approached the agriculture development leaders of the state, including Commissioner of Agriculture Jim Graham; (then) Director of Administration, Wayne Corpening; and the Chairman of the Ports Authority, E. N. Richards.

The result of these discussions ultimately pointed out that there was a great need for fishmeal supply to supplement the shortage of fishmeal on the domestic market.

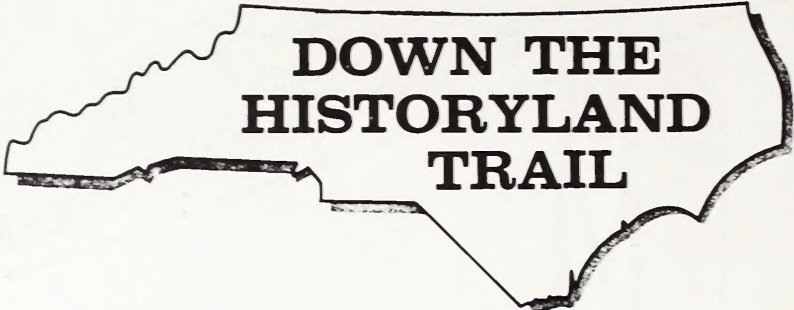
Shortly thereafter several companies made a proposal to the Ports Authority to establish a facility at one of the terminals. Photographs on this page show how one facility appears now, as it becomes a reality at Morehead City, and we are told that business continues to increase and tonnages continue to build up.

This, we opine, is another example of how the services of the North Carolina ports help agriculture and industry, statewide not just in the port areas.





Editor Comment: below is exact quote from a brochure published by the C.F. & Y.V. Railroad in Philadelphia, circa 1889 discovered by Joel New II a student at Guilford College in Greensboro. We turned the material over to the Department of Archives and History for Lib Wilborn to condense the information. We are grateful to our friends for discovering and developing this material.



## DOWN THE HISTORYLAND TRAIL

by  
(Mrs.) Elizabeth W. Wilborn  
Staff Historian, Division of  
Historic Sites, State Department  
of Archives and History

# WILMINGTON: The Eastern Terminus Of The Cape Fear And Yadkin Valley Railway

Wilmington, the eastern terminus of the Cape Fear and Yadkin Valley Railway, the largest town in North Carolina, and one of the most important ports on the South Atlantic coast, is situated on the east side of the Cape Fear River, and (air-line) twenty-six miles from its bar. In a direct line the city is distant but little over six miles from the ocean.

More than a century ago a devastating storm formed what is now known as New Inlet; this breach did not show itself in the channel until 1850, when the Government made an appropriation of \$100,000. Careful engineering showed two water shoals and exits in the channel, and the draught of water was reduced from twenty-two to twelve feet.

To remedy this evil the Government has expanded from 1870 up to June 30th, 1888, something over \$1,851,000, with substantial success, securing from fourteen to fourteen and five-tenths least depth of water at the main bar entrance, with a channel of sixteen feet depth twenty-eight miles farther to Wilmington. Combining this depth with average rise of tide of four and five-tenths feet at the bar, and two

and five-tenths feet at the city, loaded vessels with a draught of sixteen feet can go from Wilmington to the ocean on a single tide any day of the year.

From the time this work of the Government was commenced until 1887, the total commerce of Wilmington had increased from \$13,500,000 per annum to nearly \$20,000,000 and its foreign exports alone from less than \$1,500,000 to over \$8,000,000. The carrying out of the recommendations of Captain Bixby, Chief Engineer, that the dike be finished south to Zeke Island, so as to secure Smith's Island from further erosion by the ocean, with the widening of the river channels to their full dimensions of two hundred and seventy feet, will probably restore the original full depth of water. The company's shipping facilities at Point Peter will be good, as sixteen feet depth of water can be gotten there on tide. Their terminal facilities will be first-class, with train yards of ample accommodations to transport their freight to Point Peter, where lighters will carry it to the city wharves of the company.



The recent upsurge in business at North Carolina's ports is reminiscent of the 1880's when the railroad industry was at its height—and proved it by publishing promotional literature. Towns like Morehead City and Wilmington were the dead end roads at which all cross ties, trestles, bridges, and iron rails ended—beyond lay the Atlantic Ocean.

In 1888 the Cape Fear and Yadkin Valley Railroad published a brochure giving the history of the railroad with a little pleasant description of the towns along the route. Southport, for which a branch road was necessary, offered "exceptional advantages as the great coaling station on the South Atlantic coast. Vessels putting into Newport News for coal go in one hundred and eighty miles, and out the same distance; Southport, from the beaten track, is twenty-three miles in and out. Such unsurpassed advantages require no comment."

Wilmington was the center of manufacturing in coastal North Carolina. Many of the businesses were related, such as the "5 steam saw and planing mills" and the "3 sash, blind and door factories" and the "paint and oil manufactory." There were also a creosote and acid works and a naval stores manufactory and "2 packers and refiners of tar."

Wilmington had new industries, then as now, and one of the most unusual was the "Acme Manufacturing Company, occupying extensive buildings a few miles from the city." The business used the "green straw of the pine (a material which exists in inexhaustible quantities through all that section of the State)," to make a fiber for use in surgical dressings. The fiber had countless virtues, extolled in lyric prose.

The fabled pine was also the source for creosote which "prepared piling and timber against rot and the ravages of other destructive agencies." Another concern was the Wilmington and Champion Cotton Company which could handle twelve to fifteen hundred bales of cotton in a twenty-four hour day. When the Cape Fear and Yadkin Valley Railroad was completed it was vital in bringing to the coast the one-time staple of the South.

The population of the coastal city, for many years North Carolina's largest, was less than 25,000 for the railroad brochure optimistically predicted 27,000 for 1890.

Leading exports in 1888 from Wilmington were:

Cotton (bales)	162,993
Spirits turpentine (casks)	63,473
Resin (barrels)	246,566
Tar (barrels)	63,163
Crude turpentine (barrels)	21,572
Timber and lumber (feet)	36,679,509
Pitch (barrels)	8,489
Peanuts (bushels)	40,397
Cotton goods (packages)	1,514
Shingles	6,663,980



Greensboro Passenger Station of the Cape Fear and Yadkin Valley Railroad  
from the files of the Department of Archives and History

In addition to the articles listed, other items exported for foreign and coastwise trade included cotton seed, cotton seed oil, rice, peas, garden truck, fruit and melons, etc.

The arrivals in port for the year 1888 were:

Foreign steamers	24	26,083 tons
" sail	107	46,742 "
Total	131	68,825 tons
American steamers	95	76,567 tons
" sail	144	40,251 "
Total	239	116,818 tons

The elaborate descriptions, so typical of the late Victorian age, related the many sterling qualities of the port city and the railroad. Pages were written but not one word told of the bright sunshine and the sandy beaches so near Wilmington—and that too was so typical of the late Victorian age!





# Romantic Rhine is Booming Commercial Artery

By Bernadette Hoyle

The romantic Rhine, Germany's river of legend and history, has beckoned the European traveller for more than a century and a half as an essential part of the Continental Grand Tour. The spires of majestic cathedrals are mirrored in its waters, medieval castles on steep crags and terraced vineyards lend a fairytale aura, and quaint little wine towns nestle in the hills that line its banks.

But the traveller who anticipates only a picturesque waterway as he boards a Rhinesteamer at St. Goarshausen for a traditional river cruise to Assmanshausen, experiences an unprepared-for shock. Far from being a quiet, peaceful ribbon of silver threading its solitary way through a storybook countryside, the mighty Rhine is the great avenue of central Europe, a hub of commerce navigable for more than 600 miles through the very heart of the continent, a crystal thread on which has hung the fortunes of tradesmen for centuries.

It is Europe's busiest river though only about 850 miles long, and Rhine steamers and barges carry a constant flow of cargoes for western Europe.

This great river rises in east-central Switzerland at the juncture of two small mountain streams, the Vorder Rhein and the Hinter Rhein, in the Alps, and flows through Lake Constance on Germany's southern border, then north and northwest to The Netherlands, where it empties into the North Sea. The upper Rhine extends from its beginning in the Alps to Basel; the middle Rhine runs from Basel to Cologne, and the lower from Cologne to the North Sea.

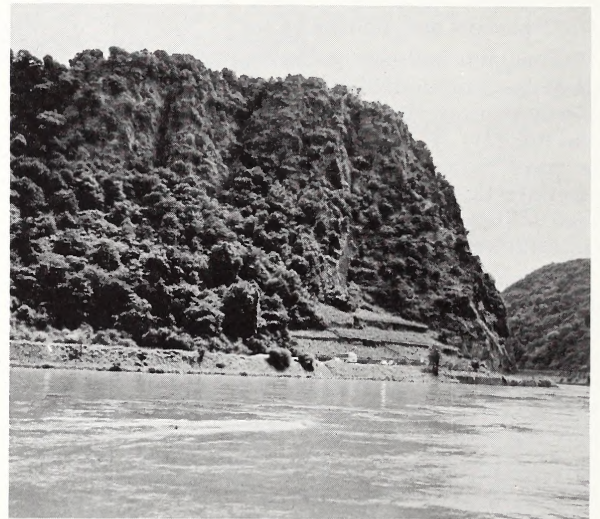
Prehistoric peoples followed the course of the Rhine and later it became the frontier for the Roman Empire, then the gateway by which barbaric Teutonic tribes swept down in great hordes. It was the overland trade route in the Middle Ages between central Europe, Italy, and the Orient.

Through the ages, every army that has fought in Germany has had to bridge this difficult barrier.

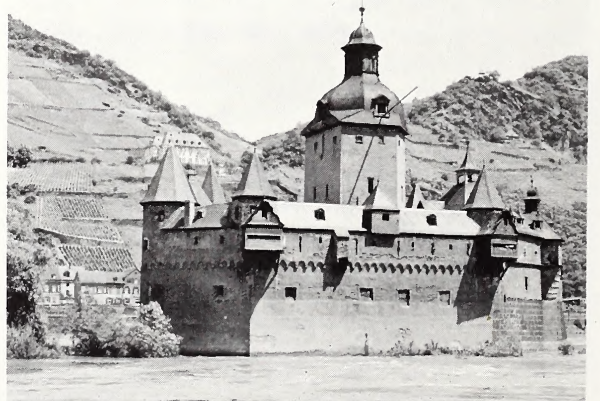
The famous legends of the Rhine have become interwoven into the history of the majestic countryside, where castle strongholds of medieval robber barons rise on its rocky heights.

The Rhine plays an important part in the "Song of the Nibelungs" (Nibelungenlied) which Richard Wagner, the German composer, made famous in a cycle of operas. On a trip down the Rhine, one will pass the Lorelei Rock, a huge basaltic cliff, where, according to legend, a beautiful siren lured boatmen to their death by bewitching them with song. Lorelei sat upon the rock and sang sweet and entrancing melodies, combing her hair with a jeweled comb, her white

draperies fluttering in the nightwinds. A water nymph, daughter of old Father Rhine, she remained in the cool depths of the river bed during the day, at night climbing to the top of the rock to sing. Travellers and boatmen could



"The Lorelei"



Pfalz—Ancient Castle on the Rhine



see her perched on the cliff, but if the breezes wafted her song so that they could hear it, they forgot time and place until their vessels, no longer guided along the dangerous pass, were whirled against the rocks where they were dashed to pieces and all on board perished. One handsome young fisherman climbed the rocks every evening to spend a few delightful hours with Lorelei, his head resting on her lap as she sang her siren songs. She told him where to cast his nets the next day and he always came in with a big catch. But one moonlight night he climbed the rock, never to return. The river was dragged, the rock searched, but no trace of him was found. What could have happened but that Lorelei took him below to her crystal palace on the river bed to be with her forever?

In the middle of the Rhine, almost directly opposite Caub, is a quaint little castle known as the Pfalz. Erected in the 14th century, it has numerous turrets, a central dungeon, rampart and eight towers, and is adorned with the Palatine arms.

The Pfalz is said to have been built as a toll house that the nobles might levy a certain tax upon the numerous vessels constantly sailing up and down the Rhine. These service charges usually provided their chief source of income. Many so-called robber barons built castles and fortresses on crags above the Rhine and not only plundered the countryside but completely controlled river commerce. In one castle there remains intact the dungeon into which stubborn barge captains were lowered by rope and kept prisoners until they agreed to pay the toll.

A more romantic story about the Pfalz claims that a fair young maiden, Agnes, daughter of Conrad of Staufen, fell in love with Henry, Duke of Brunswick, and pledged her troth to him while her father was off at war. When the father returned, he had already promised his daughter in marriage to a member of the imperial family. Agnes' mother, however, arranged for Agnes and Conrad to be married secretly.

Her father banished Agnes to the Pfalz where she was to remain a prisoner until she gave her consent to marry the husband he had chosen for her. In a few months, Agnes gave birth to a son. The father, repentant, forgave the young couple, learned with delight of the legality of their marriage contract, and all lived happily ever after—the babe born in the Pfalz living to inherit all their property.



Traffic—Traffic

The Rhine traveller is constantly amazed at the panorama of beauty and industry stretched along the river's banks. In the north it flows through the most densely populated and richest industrial area of Europe. Canals link the Rhine with the Rhone; the Marne, the Danube, the Ems, and many other navigable rivers. These canals provide water transportation to every port of Germany, and to France, Belgium, and the Netherlands. The Rhine-Herne canal joins the Rhine to the coal fields and industries of the Ruhr basin, chief manufacturing center of Germany and of all Europe.

In normal years, the Rhine carries over 80 million tons of cargo, chiefly Ruhr coal, iron ore, petroleum, and grain.

Countless generations of "Rhine skippers" have made a living operating the thousands of barges and boats of many nations that move Rhine commerce each year and many of the barges are beautifully furnished, some having interiors richly inlaid with mahogany and teak.

So important is the Rhine to Europe's commerce that the Treaty of Mannheim of 1831—revised in 1868—internationalized the river, assuring free passage on the Rhine for all nations, between Basel and the North Sea.

#### The Busy Rhine Near Coblenz





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Several members of the Ports and Shipping Division Task Force of the State Office of Emergency Planning recently received a national citation from the Director of the Office of Emergency Planning.

The citation, in recognition of outstanding contribution toward development of the State Plan for Emergency Management of Resources, came from the Executive Office of the President through Governor Moore's office.

Commander Howard Janke, formerly Commanding Officer of the Coast Guard Group at Fort Macon (now retired)

Mr. Richard Barker  
Heide Company  
Wilmington

Mr. E. E. Lee  
N. C. State Ports Authority  
Wilmington

Mr. Walter Friederichs  
N. C. State Ports Authority  
Wilmington

Commander Joseph C. Fox, former Captain of the Port, Wilmington (now of Portsmouth)

Colonel Beverly C. Snow, former District Engineer, U. S. Army Engineering District  
Wilmington (now overseas)

Mr. William King, Superintendent  
Cape Fear Terminal  
Wilmington

Mr. Charles McNeill, Operations Manager  
N. C. State Ports Authority  
Morehead City

#### Statistics for Port Operations—SPA

	Vessels	Trucks	Rail Cars	Tonnages	Revenues
1968					
Wilmington	638	23,509	7,935	857,297.58	\$2,130,287
1968					
Morehead City	306	5,216	2,724	577,145.00	716,262
Totals—	944	28,725	10,659	1,434,442.58	\$2,846,549

#### AT PRESS TIME

The very serious and delaying strike of the ILA now going on at East Coast and Gulf Port Terminals still remains unsettled. Publication of this issue has been delayed, anticipating an earlier settlement. The strike has tied up shipping since December 20th, 1968.

Latest announcement indicates that local groups are going to vote on agreed issues this week. (February 14, 1969)

The "Journal of Commerce" stated that the cost of this strike to all shipping and industries is conservatively estimated to have reached the staggering total of 2 billion dollars.

Meanwhile 600 ocean vessels are tied up in all ports.

W. B. ATKINSON  
Freight Sales Mgr.

L. M. WALLACE  
Export Traffic Mgr.

WADE H. PIERCE  
Manager—Import Dept.

JESSE C. JACOBS  
Asst. Mgr.—Import Dept.

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**BROAD WOVEN FABRIC MILLS, MANMADE FIBER, SILK**

*Singapore*—Textiles, including suitings.

**YARN, THREAD MILLS, PRODUCTS**

*Malawi*—Knitting thread, white.

**WOMEN'S, MISSES', JUNIORS' OUTERWEAR**

*Malawi*—Dresses, blouses, skirts, jeans, sportswear; better and cheaper grades.

**SAWMILLS, PLANING MILLS**

*Italy*—Douglas fir, hemlock, western red cedar, southern yellow pine, pitch pine.

**HOUSEHOLD FURNITURE**

*Sweden*—Upholstered, other furniture.

**PAPERBOARD CONTAINERS, BOXES**

*Sudan*—Kraft paper for production of corrugated cardboard containers.

**BOOKS**

*Switzerland*—Books, all kinds, incl. old first editions.

## PLASTIC PRODUCTS

*Malawi*—All kinds of plastic toys, dinnerware.

**FOOTWEAR EXCEPT RUBBER**

*Malawi*—Men's, women's, childrens' shoes, slippers, sandals for dress and sport.

**CONCRETE, GYPSUM, PLASTER PRODUCTS**

*Philippines*—Conduit pipes, ballast used for electrical installation.

**CUTLERY, HAND TOOLS, GENERAL HARDWARE**

*Switzerland*—Tools for cable and wire laying, underground, overhead, into tube and concrete blocks; combination pliers for laying overhead wires; small tools used in electronic industry.

**METALWORKING MACHINERY**

*Switzerland*—Tools and attachments for machine tools; metalworking machinery and accessories; power hand tools.

**SPECIAL INDUSTRY MACHINERY**

*Afghanistan*—Small flour mill machinery.

**GENERAL INDUSTRIAL MACHINERY**

*Singapore*—Packaging machinery.

**RADIO, TELEVISION RECEIVING SETS**

*France*—Audio visual equipment.

**MOTOR VEHICLES, MOTOR VEHICLE EQUIPMENT**

*Denmark*—Automotive parts, accessories adaptable to European cars.

**ANTIQUÉ SECONDHAND STORES**

*Malawi*—Secondhand men's clothing, suits, topcoats, jackets, pants; secondhand carpets.

**TARIFF SCHEDULES ANNOTATED (1969).** The Tariff Commission has published an updated text of the U. S. Tariff Schedules as amended, entitled *Tariff Schedules of the U. S. Annotated (1969)* which became effective January 1, 1969, superseding TSUSA (1968) (TC Publication 222). Copies of TSUSA (1969) may be purchased through the Greensboro Field Office at \$8.00 per copy.

**EXPORT CONTROL ACTION.** Current Export Bulletin No. 975, dated Dec. 5, 1968 has been issued and provides a complete up-to-date index for the Comprehensive Export Schedule, as well as information on the following subjects:

—Validity period of a Form FC-143, Form FC-243, or Form FC-843 may no longer be extended by a letter certification.

—Requirement to report requests relating to restrictive trade practices on boycotts.

Copy of CEB No. 975 may be reviewed at the Greensboro Field Office or may be ordered from this office at a cost of 25c.

**ATTENTION BUSINESSMEN, BANKERS, LAWYERS, AND FINANCIAL WRITERS:** We have copies free of charge of the Dec. 3 speech made by Charles E. Fiero, Director, Office of Foreign Direct Investments, at the *Annual Tax Conference of the Tax Foundation, Inc.*, at the Waldorf Astoria Hotel, New York, entitled **THE FOREIGN DIRECT INVESTMENT PROGRAM AND ITS RELATIONSHIP TO THE U. S. BALANCE OF PAYMENTS**. If you need a copy, call 273-8234. We will mail it to you.



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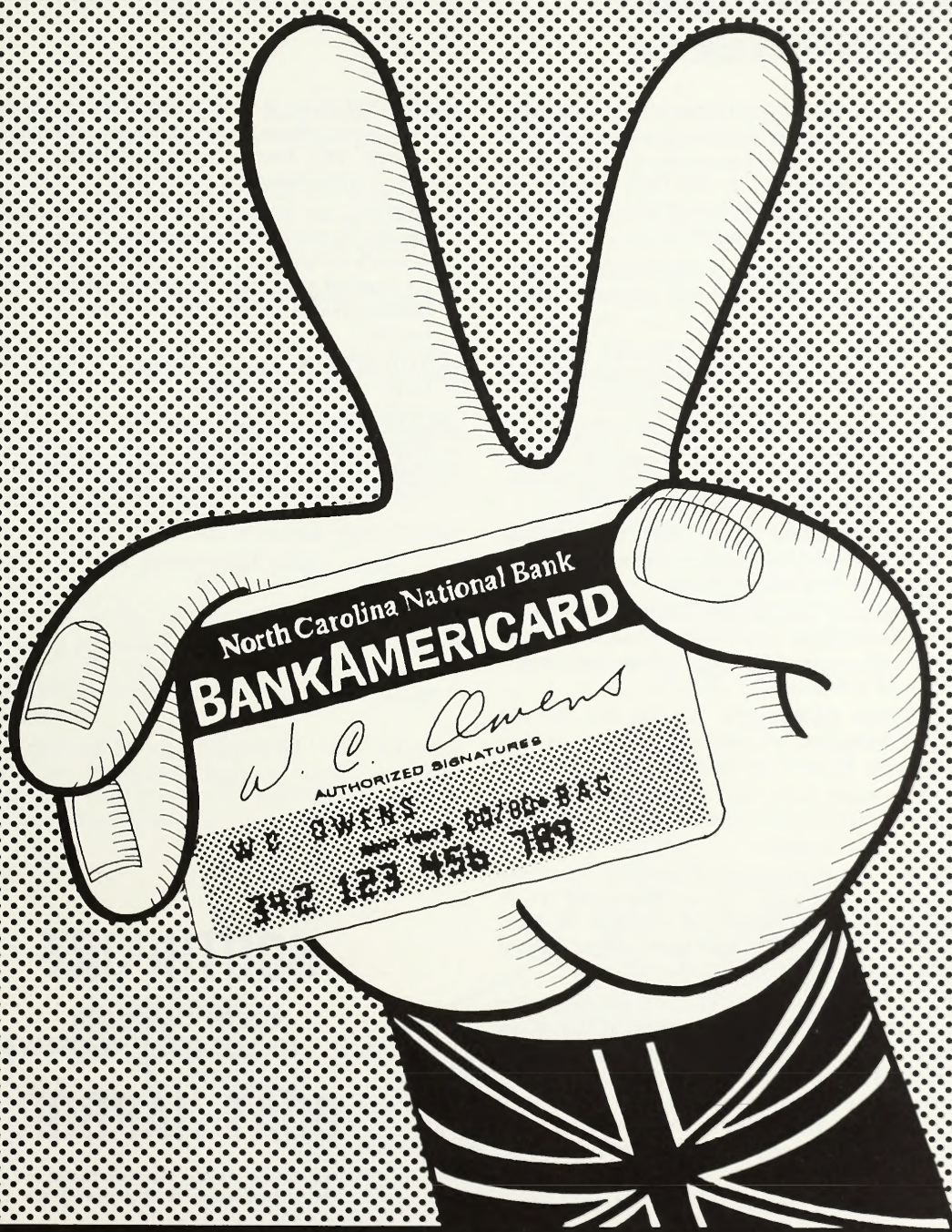
By the same token, England's Barclaycard is honored here.

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*W. H. Friederichs, Operations Manager*

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**DRY CARGO WHARF:** 3,695 feet of continuous marginal concrete wharf with wide aprons. 34 feet of water alongside at mean low water (channel project now being deepened to 38 feet) capable of working seven vessels simultaneously. Additional 900 ft. of wharf under construction.

**TANKER BERTH:** T-head type with mooring dolphins, supported by tank farm and available undeveloped area.

**TRANSIT SHEDS:** Four fully-sprinklered, modern, concrete, steel, and masonry buildings total 506,000 square feet.

**OPEN BERTH:** 800 continuous feet, as well as other open areas between sheds and at ends of wharf, backed up by 13 acres of paved open storage accessible by rail or truck.

**WAREHOUSES:** 500,000 square feet, fully sprinklered. **BONDED WAREHOUSE** space available by arrangement with management.

**CARGO STORAGE SHELTER:** 240,000 square feet, open ends, concrete and steel, paved building, equipped with overhead bridge cranes and served by truck and rail access to all parts.

**U. S. CUSTOMS SERVICES:** All services for the Port of Wilmington, including Classification and Value Section, located on terminal property.

**SCALES:** Two truck scales and one railroad car scale conveniently located on terminal. Certified weighmasters on 24-hour duty.

**TRACKAGE:** Double marginal tracks with crossovers along full length of wharf apron. Depressed tracks serving rear of transit sheds and warehouses. Storage yard capacity—370 rail cars. (Four diesel switching engines operated by the terminal.)

**HEAVY EQUIPMENT:** Two 45-ton capacity gantry cranes equipped for 80-inch magnet and two or six yard bucket operations. A 75-ton gantry crane (at 70 ft. radius) can be used in tandem with either of the 45-ton cranes for lifts up to 120 tons. The larger crane is speedily convertible for fast single line lifts, magnet or bucket, as well as container cargo operations.

**CARGO HANDLING EQUIPMENT:** Forklifts of various capacities with accessories—cotton and paper clamps, etc., tractors, cargo trailers, 5-ton mobile crane, stevedore-type cargo pallets.

**LOADING & UNLOADING:** Direct discharge or loading between ship's tackle and open top railcars possible by prior arrangement. Rail and truck docks for loading and unloading at transit sheds and warehouses; ramps for easy access into sheds and warehouses.

**FUMIGATION:** Modern fumigation plant with two large vacuum chambers.

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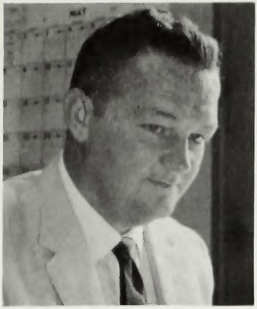
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*Charles McNeill, Operations Manager*



## STATE PORT TERMINAL MOREHEAD CITY

**SHIPSIDE SITES:** Including existing rental buildings available to private enterprise for specialized purposes.

**WHARF:** Concrete and steel, 3,625 feet long 45-foot apron. Berth six 500-foot general cargo ships and one petroleum tanker. Depth 35 feet at mean low water.

**BARGE TERMINAL:** Four 300-foot berths completed 1968.

**TRANSIT SHEDS:** Three total 220,000 square feet. Two of steel, concrete and masonry, one of metal. All sprinklered with deluge systems.

**WAREHOUSES:** Seven storage warehouses, totaling 588,000 square feet, sprinklered with deluge systems. Total 30 fire segregation sections. Bonded warehouse space available.

**OPEN STORAGE:** 13 acres of paved open storage.

**SCALES:** Certified public truck scales available on terminal.

**TRACKAGE:** Double marginal tracks with crossover, full length of wharf. Single depressed track full length rear of transit sheds and warehouses. Southern Railway freight car storage yard adjacent to port property.

**CARGO HANDLING EQUIPMENT:** Fork lifts with detachable accessories such as paper and bale clamps, etc. Facilities for full palletization cargoes. Tractors and trailers.

**HEAVY EQUIPMENT:** Berths 6 and 7 have two 75-ton gantry cranes with full crane services including buckets, electromagnet, etc. Cranes may be used in tandem with 150 ton capacity.

**U. S. CUSTOMS:** A designated customs port of entry with permanent personnel assigned.

**BULK FACILITY:** 3,000,000-ton annual capacity bulk facility for receipt, conveyance, storage and shipment of bulk cargoes. Loading capacity of 3,000 tons per hour. Storage capacity 106,000 tons.

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**FUMIGATION:** Latest, largest and fastest vacuum cyanide and acritet fumigation facilities. Two 9,000 cubic foot steel chambers, full mechanized.

**SERVICES:** Served by the Southern-A & EC Railway System and the Beaufort-Morehead Railroad plus numerous highway motor carriers.

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# Blue Ribbon List Of World Trade Experts Visit Raleigh

*Courtesy of North Carolina State University, Office of Information Services, Hardy D. Berry, Director*

A major conference on international trade, held by North Carolina State University in January, stressed exports in general and agricultural exports in particular as they affect the Southern region of the United States.

The 15 Southern states constitute the leading region of the nation in volume of agricultural exports, exporting \$2 billion annually, one-third of the nation's total agricultural exports.

Some of the foremost economists from government, industry and education pointed to lost opportunity in export trade because of lack of interest in what most speakers described as an enormous overseas market.

Dr. R. L. Beukenkamp, coordinator of export services for the U. S. Department of Agriculture, declared that American technology in food processing could supply the demand in many regions of the world where no U. S. export trade now exists.

The soundness of the American economy and current trade policies were discussed by Dr. Howard S. Piquet, specialist in international economics.

Piquet recently ended 22 years as senior specialist in international economics of the legislative reference service of the Library of Congress. In that capacity, he served as adviser to congressional committees and to both houses of Congress.

He emphasized that liberal foreign trade policies by industrialized nations are essential for international economic balance.



left to right: Linda Shaver and Joan Pickard are the girls who registered the attendants at the conference on International Trade held here recently. It appears that Mrs. Shaver is making faces at the photographer?

Piquet declared that programs designed to restrict U. S. private direct investment abroad are self-defeating.

"We are being told that a comprehensive system of import quotas is necessary to help eliminate the balance-of-payments deficit," Piquet said.

"The truth lies in exactly the opposite direction."

"Liberal international trade policies are essential to the balance-of-payments problem."

He said that estimates on U. S. abandonment of all tariffs and import quotas reveal that only .3 to .6 percent of the country's work force would have to adjust to new jobs, less than the percentage normally affected by technological changes in production.

J. Carl Clamp Jr., senior vice president of the Allis Chalmers Manufacturing Company, expressed much the same attitude as Piquet.

He said that 12.5 percent of his corporation's total sales are in world trade.

Of the \$870 million in total sales by Allis Chalmers last year, \$60 million was in export trade and \$67 million was in overseas manufacturing operations.

The conference on international trade was sponsored by the Agricultural Policy Institute of the School of Agriculture and Life Sciences at N. C. State University. Funded by the Kellogg Foundation, the primary purpose of the Institute is to collect and disseminate information on economic adjustment in the South.



Dr. James Maddox, director of the Institute, noted that during the summer of 1968, the value of U. S. agricultural exports since World War II passed the \$ 100 billion mark.

He said emphasis has switched from government-sponsored agricultural shipments to regular commercial sales for U. S. dollars.

A fairly stable relationship has been maintained between the value of agricultural and total U. S. exports, with agricultural exports making up about 25 percent of the total.

The constant attention of producers, processors, exporters, public officials, educators and others involved in the various facets of world trade are required to keep up with the rapid changes occurring in world affairs, Maddox said.

Other government speakers at the conference included Robert L. Hirshberg, director for the Office of Commercial and Financial Policy, Bureau of International Commerce; Dr. Quentin M. West, director, Foreign Regional Analysis, U. S. Department of Agriculture; Howard L. Worthington, director, Office of International Trade, Department of State; and

Dr. Hannan Ezekiel, Chief, Financial Studies, International Monetary Fund.

Industry guest speakers at the conference were: Dr. Carroll Brunthaver, vice president of Cook and Company; William Pearce, vice president of Cargill Inc.; Anthony B. Brannock, president of the Raleigh-Based Cemco Enterprises; and J. Edward Kirk, vice president of the N. C. National Bank and President of the N. C. World Trade Association.

Speakers from educational institutions included Dr. D. Gale Johnston, dean of the School of Social Sciences, University of Chicago; Dr. Vernon L. Sorenson, professor of agricultural economics, Michigan State University; Dr. C. E. Bishop, vice president of the University of North Carolina; Dr. John T. Caldwell, chancellor of North Carolina State University, and Dr. H. Brooks James, head of the NCSU School of Agriculture and Life Sciences.

The conference planning committee was headed by Dr. R. Charles Brooks, Department of Economics, North Carolina State University.

—gloria jones—

Seminar drew people from 5 states—shown here at last session.





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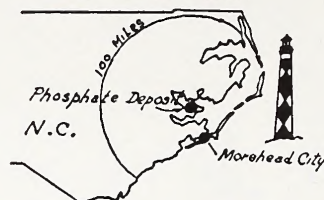


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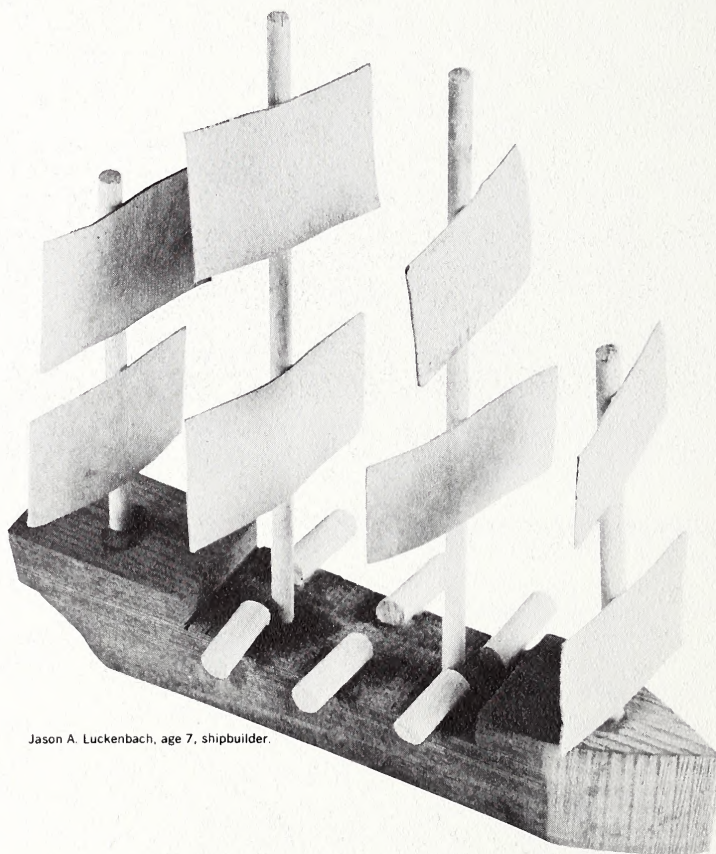
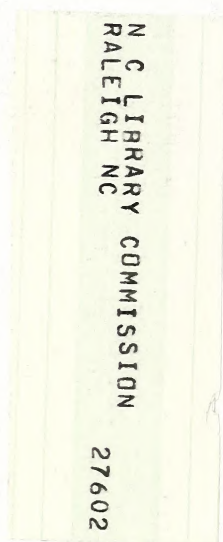
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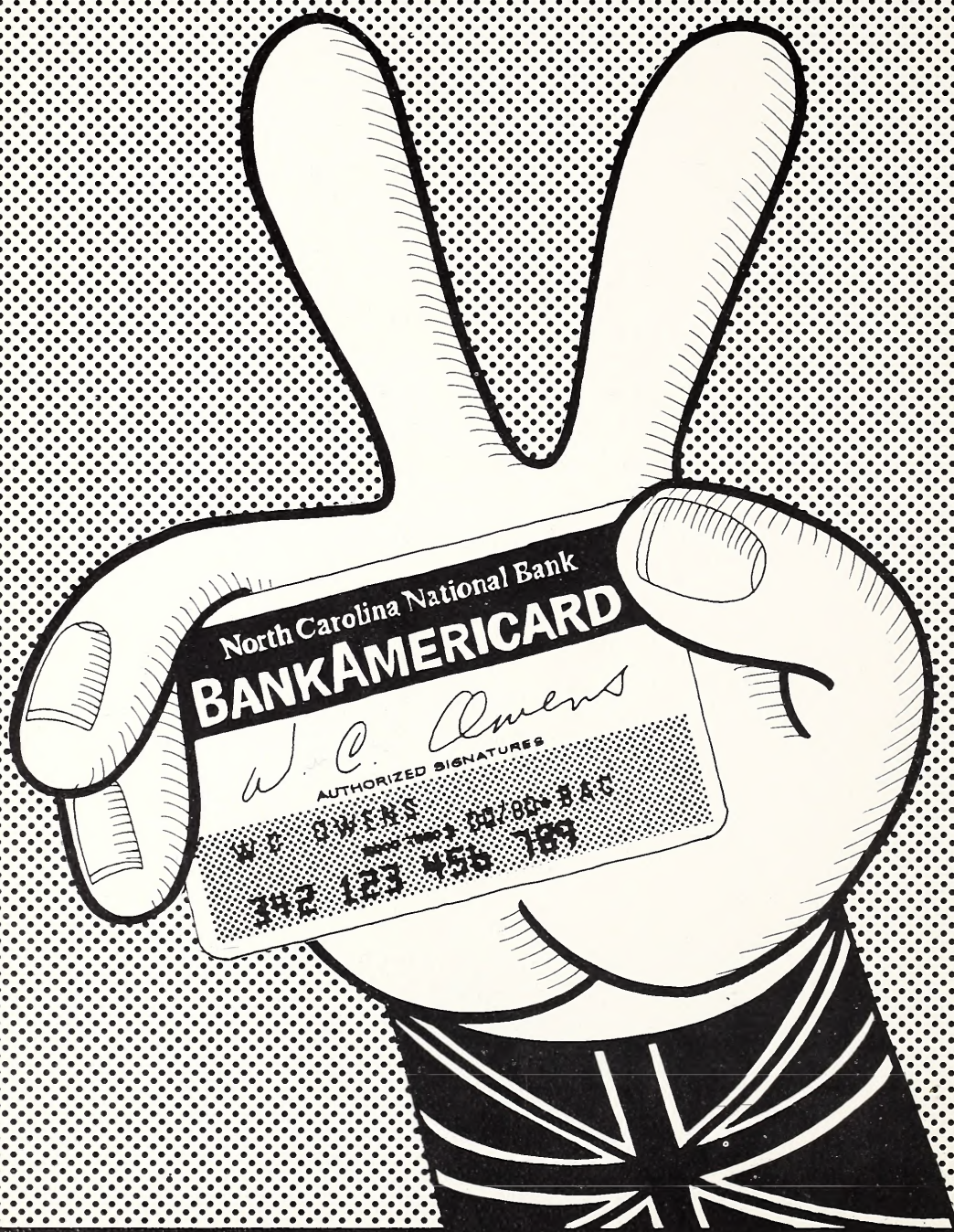
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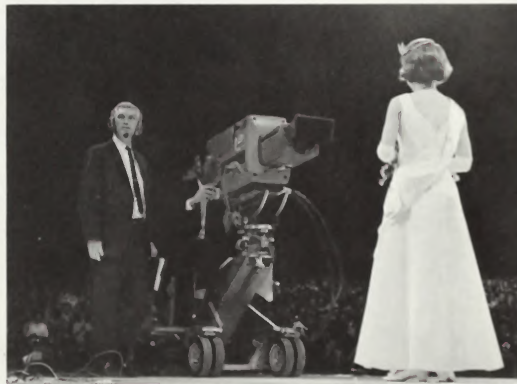
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The wharf at Morehead City and Wilmington have both been congested with traffic since the end of the Longshoremen's Strike in March. Things are still not settled down to the steady pace of normalcy, but hardwork and orderliness have prevailed.



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OFFICIAL PUBLICATION

# North Carolina STATE PORTS



SPRING ISSUE, 1969, SPA MAGAZINE

VOL. 15, NO. 1

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In this issue we present for the seventh time a continuing feature called "Roaming the Seven Seas with Betty Casey." The feature is being written for us by Mrs. Casey of Greenville, North Carolina. Mrs. Casey has spent many years traveling, particularly in the orient and the south seas.

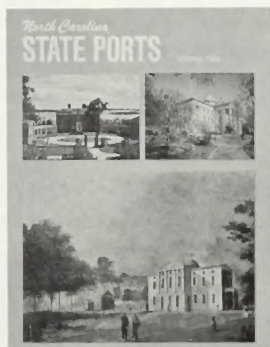
Photo credits should be given to: NCSU Print Shop; Tryon Palace Commission; and for the Old Capitol Painting (from the book, *North Carolina's Capital, Raleigh*—The Junior League of Raleigh, Elizabeth C. Waugh and UNC Press, Chapel Hill; Seco, N.C. Dept. of Archives and History.

### Tryon Palace

The cover is composed of three pictures of three capitol buildings of North Carolina. The first one is Tryon Palace. This has been restored, as you know, for many years and is one of the show places of North Carolina, located in New Bern. It was the home and the place of operations of the government and the Governor of North Carolina for the years prior to the Revolution.

### COVER:

### Three Capitol Buildings of North Carolina



### Old Capitol

The other building is the Old Capitol, which burned in 1831. This building was typical of the construction of that era. It reminds UNC old grads of the type of construction seen in the old buildings at the University of North Carolina. This is a photograph of a painting done by Jacob Marling and is one of the few existing reproductions of this fine old building.

### PRESENT CAPITOL

The other picture, of course, is easily recognizable as the present Capitol. For further details see story on Page 4.

For information about:

THE NORTH CAROLINA STATE PORTS write or call L. C. Bruce, Editor & Publisher—State Ports Magazine, P. O. Box 149, Raleigh—Published Quarterly. 919 829-3855





Governor Robert W. Scott

## Three Capitol Buildings = Three Ways to Select Governors

In this issue we show three famous buildings from North Carolina history. Behind this display lies a long tradition of Governors and a fine tradition of good government.

The first photograph shows Tryon Palace, named for Governor Richard Tryon, who was a Royal Governor of the Colony of North Carolina. Being a representative of royalty, some thought it fitting that his office be housed in a palace.



As we all know the American revolution of 1776 changed these ideas. Then, Governors of North Carolina were for years housed in modest homes, but their offices were contained in a building that also housed the state General Assembly. This was true of Building Number 2, which was the Old Capitol. Governors who served in this building were elected by the General Assembly. It burned in 1831.

The early North Carolina concept was for the General Assembly to control the state and delegate powers to the executive branch, represented by the Governor, to execute laws passed by the General Assembly who, in turn, derived their powers from the people.

Bear in mind that in those days not all of the people over twenty-one years of age could qualify or were franchised.

In 1840 when the present building was completed the Governor and General Assembly moved into it.

Then came the war between the states and the subsequent struggles to restore orderly government in the state and, finally, the concept that the Governors should be elected by the people. So with change in the Constitution of 1868, Governors could serve for four-year terms, elected by the people, but could not succeed

themselves and could be re-elected only after at least a four-year lapse. Zeb Vance is the only Governor in this group who has been re-elected.

Somewhere during this period the General Assembly also refused to give the Governor of North Carolina the power of veto, and the people supported this point of view with their Constitution.

Between 1959 and 1963 another building appeared on the North Carolina scene. This building, not shown here, is called the State Legislative Building. This began an era in which the General Assembly and the Governor operated from separate buildings. It also began the thinking that the Constitution should be changed and that the people should be asked to give the Governor the right of veto and the right to succeed himself. Finally, in 1969, bills have been, or are said to be ready to be, introduced that will ask the people if they want these changes.

In 1969, a year of unrest everywhere, the North Carolina General Assembly, according to the media, is faced with varied decisions. Sources of new taxes, larger appropriations, mixed beverages, higher interest rates, travel and industry promotion, and more education. The majority of the media seems content to discuss and report on taxes, beverage laws, or movie laws. However, this reporter believes the most important decisions before the General Assembly of 1969 will be the ones proposed to amend the constitution.

If the Constitution is changed by a vote of the people, then Governor Scott, may be the last of the governors who could not succeed to the office without an intervening term by another.





# Carol Anne Bass N.C. Blueberry Queen'

To Be Held at Elizabethtown—White Lake, N. C.  
May 22, 23, and 24, 1969

The Blueberry Festival of North Carolina, a non-profit corporation, has been chartered through the combined efforts of thirteen Southeastern North Carolina counties for the purpose of promoting the Blueberry Industry, Commerce, Agriculture, Travel and Tourism, and in general, the Southeastern portion of North Carolina.

With an annual value in excess of \$4 million, Blueberry culture is the second largest fruit enterprise in North Carolina, this income being derived from some 4,000 acres of plants.

North Carolina is the third largest high bush blueberry producing state in the nation. Commercial production in North Carolina is primarily in Pender, Bladen, Duplin, Jones, Craven and surrounding counties. There are also a few areas of commercial planting in the mountains. Account No. 819.

White Lake, N. C., because of its central location in the Blueberry production area, has been chosen as the center of attraction for the festivities. The 1969 Festival is slated for the 22nd, 23rd, and 24th of May. A "fun-packed" three-day gala affair at "The Lake" will afford entertainment and education for all who attend. Highlights of the event include: The Queen's Pageant, 100 unit parade, Golf Tournament, Teenage Dance, Blueberry Ball,



Water Show, Fried Chicken from the World's largest frying pan and many, many other interesting attractions.

The 1969 Queen, Miss Carol Ann Bass, an attractive brunette from Salemburg, N. C., is the second most traveled queen in North Carolina. She has traveled into 20 states and made numerous appearances from the Atlantic to the Pacific. Recently she appeared in Hollywood on ABC's "The Dating Game" and the "Joey Bishop Show."

Carol Ann is presently a special student at Southwood College in Salemburg and hopes to receive a degree in elementary education by attending East Carolina University.

Remember the dates May 22nd, 23rd, and 24th.

## COMMERCE NOTES

**\$50 BILLION UNITED STATES EXPORT GOAL**—Secretary of Commerce Stans, also chairman of the Cabinet Committee on Export Expansion, has just recently announced an annual export goal of \$50 billion to be reached by 1973. Although this goal is challenging, it is feasible based on our historical export growth, and it is necessary to improve our trade balance and international balance of payments. This \$50 billion goal compares with 1968 U. S. exports of slightly less than \$34 billion and would represent approximately 4.3% of GNP compared to 4% the 1968 \$34 billion figure represents. The goal was established for the purpose of stimulating both business and government efforts toward greater export growth. Along with this goal, the Cabinet Committee on Export Expansion has set up a working group on export financing, another group on export tax incentives, and has established an Export Strategy Committee. These actions have been taken because of their potential for immediate export stimulation.

**SELLING TO JAPAN**—Japan's sustained economic growth, rising living standards, and tight labor supply are pushing the country's food processing and packaging industry to record production and creating an unprecedented demand for food-serving equipment. To help U. S. manufacturers increase sales by introducing and promoting products for these industries in this prosperous market, the U. S. Department of Commerce

will stage a commercial exhibition of food processing, packaging and serving equipment in Osaka, Japan, July 21-25. Market research by the Department of Commerce shows a dramatic advance in frozen food production in Japan's expanding food processing industry, and a market for advanced and large capacity packaging machines. In addition, the demand for food-serving equipment is outstripping Japanese production. North Carolina firms that want to exhibit at Osaka should get in touch with the Greensboro Field Office.

**NEW U. S. TRADE CENTER IN PARIS TO OPEN ON NOVEMBER 17TH**—The U. S. Department of Commerce will open its seventh and largest U. S. Trade Center overseas on November 17 in Paris, France, with a premiere exhibition of advanced laser equipment. The Paris Trade Center, operated by the Commerce Department's Bureau of International Commerce (BIC), will be the newest showcase in an export promotion program that has brought U. S. manufacturers more than \$193 million in foreign sales through Trade Center exhibitions since 1961. Located at the heart of one of America's major foreign markets, the Paris Center will begin operations with a series of exhibitions of high-technology products eagerly sought by French industry. American-French trade exceeded \$2 billion in 1968. U. S. sales to France were \$1.3 billion, and French exports to the United States were \$766 million.





The Overseas Harbour

Pictures courtesy German Embassy Shipping and Aviation Counselor and Bremen Tourist Association

# "Bremische-Hafen" –

## Forty Miles of Harbors

7th in a series called:  
*"Roaming the Seven Seas  
 with Betty Casey"*

"Bremische-Häfen" are bustling harbors packed along a forty mile stretch of Weser river plunged like a long crumpled dagger into the shape of West Germany from its short, shallow, irregular North Sea coastline.

The city of Bremen, population over 600,000, German's oldest port, spreads along 25 miles at the head of the river; and Bremerhaven, the International port, population 145,000, runs for ten miles along the right bank at its mouth. These cities are in Bremen, the smallest of Germany's six states. Since both ports belong to the State-City of Bremen, they are called "Bremische-Häfen," which means all ports of the State-City.

Although Bremen lies some 40 miles from the coast, ebb and flood go up to and beyond the city, allowing ocean-going ships to make fast right at the heart of things. Beyond the bridges, river vessels join the inland waterway system to penetrate deep into the interior.

Bremen has a total of 23 deep water harbours, basins and specialized anchorage points. Seventeen of these, in Bremen proper, are the most characteristic and important. Apart from these, there are a number of other anchorage points along the river, and a further group of harbours on the coast 40 miles downstream at Bremerhaven.

In the five ports of the lower Weser, about 20 million tons of cargo are handled each year. Two thirds of this cargo moves into Bremen.

The ports of Bremen and of Bremerhaven, although forming two distinct harbor groups, are inseparable from each other and work as a single unit. Bremerhaven's position on the coast and a unique "railway on the sea" have made it the leading port in Germany for passenger traffic and the largest continental fishing harbor. The Port of Bremen, with its centuries-old tradition, is the second largest seaport in Germany.

Two of Bremen's most important docks are the "Overseas" and "Europe" harbors. These are operated as free ports offering many advantages to international trade as customs-free zones.

They are principally used for Bremen's characteristic imports: Cotton from the United States, Egypt, Western Asia, India and 35 other cotton-growing countries; wool from South Africa, South and Central America, Australia and New Zealand; tobacco from the United States, Brazil and Indonesia. They handle coffee from South and Central America, the West and East Indies and East Africa.

The free harbors feature Bremen's special type of harbor construction, known as the "Bremen system." The ships are berthed in a long line along the extensive quays, side by side with four separate rail tracks. Electric cranes, so numerous that they form an archway along the quays, facilitate the loading and unloading operations. Travelling cranes, freight trains and lorries move along the broad thoroughfare beside the sheds, and joining this thoroughfare are the warehouses.

Everything in the harbour moves with clockwork precision. In these two free harbors alone, with their highly efficient and modern installations, more than 5,000 vessels with cargoes amounting to over five million tons, can be cleared each year.

Altogether, Bremen harbors handle some 14,000 vessels from more than 50 countries. Cargo from 220 shipping lines fill more than 550 schedules per month, and shipping add up to more than 17 million tons per year. Almost 1½ million of this travels to or from the U.S.

Bremen is the home port for over 300 ships totalling 1.3 million gross tons, or almost 30% of the total German merchant fleet. Largest of the 20 Bremen shipping companies are North German Lloyd and the DDG "Hansa."

Downstream from Bremen city bridges, docks for ocean-



going ships branch off from the river. They include, with the two harbors already mentioned, the grain harbour, timber and factory harbors, coal and industrial harbors, potash harbor, and ore and oil terminals. Together they form a dock complex linking a wide variety of activities and reflecting Bremen's world-wide connections as a shipping center.

Each of Bremen's harbor basins has been specifically equipped to handle its particular cargo. Almost 150 miles of rail tracks in the port help transport the cargo inland. Freight trains carry over 55% and the rest goes by inland waterways and by road.

A vast industrial complex has grown up around the harbor. Along with the important shipping industry are an aircraft plant, electronics and other manufacturing and processing plants. These turn out goods for export, or process imported raw materials.

Corn mills, oil refineries and sawmills are part of this busy section. The Klockner-Hütte company adds blast furnaces and steel and rolling mills. Other important industries among many a wool dressing and carding firm, tobacco and coffee companies, breweries, chocolate factories, rope and cable manufacturers.

The poet Rudolf Alexander Shroeder called this, his native city, the "ancient town beside the grey river," but Bremen possesses something more than the heritage of nearly twelve hundred years of history. It also has a lively feeling for the present. In the middle of the urban bustle stands the idyll of an old windmill on an ancient fortification, but out in the docky landscape, giant granary installations and mills dominate the scene.

The Weser hills country surrounding the Bremische-Häfen is a charming region where all the characters of the Grimm Brothers' fairy tales and the Baron Münchhausen tales are at home. Sleeping Beauty's castle, Sababurg, still stands in the woods and the Baron's hunting lodge is now a pilgrimage place for romantic souls. Many picturesque little towns line the Weser River banks, among them the Pied Piper's Hamelin.

Bremen is proud of the ancient Roland statue in front of its 560-year-old Town Hall, yet decorates the Town Hall itself with a modern sculpture of "The Bremen Town Musicians." In addition to loving care for historical buildings, the people of Bremen have built spacious residential communities of bold modern design.

For almost 200 years, the city of Bremen and the U.S.

have shared economic ties. Bremen ships began calling at ports on the Eastern Seaboard in 1783. The founding of Bremerhaven in 1827 gave traffic and trade relations a new impetus initiating passenger-mail services to Europe.

Bremerhaven was the last link with the Continent for a majority of Europeans emigrants to America. A figure of 50,000 emigrants annually was not uncommon by the middle of the last century, while 365,000 departed from Bremerhaven by ship in 1913 alone. The Ocean Steam Navigation Company, a joint US-Bremen venture, inaugurated its scheduled mail service between the USA and Germany in 1847 with the arrival in Germany of its flagship "Washington" after a 17-day crossing. The voyage from New York to Bremer can now be made in seven days.

The US sailing vessel "Draper" was the first ship to enter the North Sea harbor in 1830 and Americans were the first to reopen commercial shipping traffic there after both World Wars.

With a decline of German nationalism since WWII the country has moved more firmly into the Western alliance. A new tolerance, or perhaps a revival of the humanity of Goethe's and Beethoven's time, has come about. European unity has become an outlet for the prodigious energy stimulated by German aspirations.

West Germany, third largest industrial world power, in the very heart of Europe, is about the size of New York and Pennsylvania combined. Its 1963 population of 55,600,000 was roughly one-third that of the U.S. while in the entire country there were 70 million people.

Progress in the country during reconstruction following WWII was phenomenal. Yet many things have remained unchanged for centuries. The basic beauty of Germany's glorious scenery, aft treasures, entertainment, such as stage plays, music gay folk festivals, and quaint ancient customs still attract the tourist.

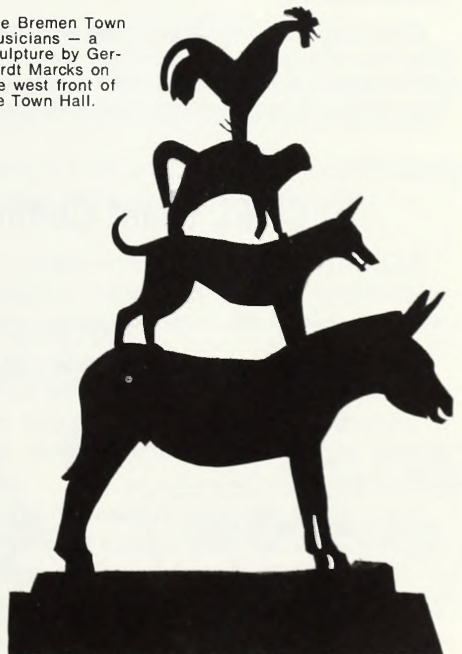
Good buys in Germany cover a wide range of articles. Some of these are leather goods, photographic articles, cameras, optical goods, china, ceramics, jewelry, wood carvings, cuckoo clocks, toys and watches.

Today the flagships of both the US and Germany, the the "United States" and the "Bremen," sail the same route between New York and Bremerhaven as the first passenger sailing vessels did long ago.



General view of Bremen's dockland

The Bremen Town Musicians — a sculpture by Gerhard Marcks on the west front of the Town Hall.







Gilliam K. Horton, Chairman, Department of Conservation & Development; Roger P. Batchelor, Jr., Group Vice President, and Henry B. Clark, General Manager, Soda Products-Chrome Division, of Diamond Shamrock; Michael C. Brown, Chairman, and Hugh W. Branch, Wilmington Industrial Development Inc.; and James W. Davis, N. C. State Ports Authority.

## New Industry for Port of Wilmington

The construction of a multimillion dollar chromium chemical plant near Castle Hayne was announced recently by officials of Diamond Shamrock Chemical Company of Cleveland, Ohio.

The new plant will be located on a 150-acre site on the Northeast Cape Fear River near the Ideal Cement Co. plant.

Henry B. Clark, general manager of the soda products and chrome division of Diamond Shamrock, said construction should get underway in January, 1970. The plant should be operational by late 1971.

Clark said the Wilmington plant should employ around 130 to 150 people with an annual payroll of "over one million dollars."

Clark said the Wilmington area was chosen for the plant site with an eye on centralized service. Wilmington is in the center of many of Diamond Shamrock's customers. The river and port facilities here will also play a large

part in the company's supply line with incoming chrome ore from South Africa being moved into Wilmington.

The new industry was welcomed to Wilmington by Michael C. Brown, chairman of Wilmington Industrial Development, Inc.

"On behalf of New Hanover County and Southeastern North Carolina, we welcome Diamond Shamrock's new plant," said Brown. "It is tangible evidence of their confidence in our area and its people."

"Choosing its location on the banks of our river indicates further the importance we must all continue to allocate to one of our most significant assets the Cape Fear River."

"We would like to acknowledge with appreciation the assistance of the North Carolina State Ports Authority and other state agencies."

The State Port Terminal was cited as a primary factor in Diamond Shamrock's decision to locate here.

## CP&L Plant Cooling Water To Be Emptied Into Ocean

RALEIGH—Carolina Power & Light Company plans to discharge cooling water from its proposed Brunswick nuclear electric power plant into the ocean.

Paul S. Colby, senior vice-president of CP&L, says the company has determined that the ocean discharge is advisable and desirable, and that required approvals for it will be sought from governmental authorities.

Since plans for the Brunswick plant were announced early last year, studies have been underway to determine whether the cooling water would be discharged into the Cape Fear River or the ocean.

To get the water to the ocean will require five or six miles of canal, Colby pointed out. He said the water will be piped 2,000 feet off-shore and discharged

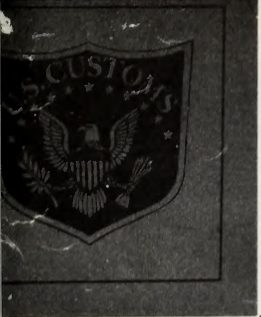
beneath the surface. The anticipated discharge point will be about 1.5 miles west of Fort Caswell.

Colby estimated that the canal and discharge facilities will cost more than \$10 million. When the second generating unit is completed in 1974 the Brunswick plant is expected to represent an investment of nearly \$300 million. It will have generating capacity of more than 1,600,000 kilowatts.

Colby also said that sand removed in constructing the canal and not required for the project will be made available for restoration of eroded beaches in the area.

Through George Pickett, director of the State Department of Water and Air Resources, CP&L already has received a request from Mayor Clarence Murphy of Yaupon Beach for sand for that beach.





# *United States Customs*

## DO'S and DON'TS

- DO read Customs Hints. Know your Customs rules.
- DO get Customs information from Customs officials.
- DO declare every article acquired abroad and accompanying you, including gifts.
- DO keep a record of all acquired items. Save sales invoices. Convert prices to U.S. currency to save time.
- DO pack your purchases and gifts in one piece of luggage.
- DO have all your baggage ready for inspection.
- DO know your State as well as Federal liquor restrictions.
- DO understand every country insists upon a thorough customs examination for returning residents.
- DO realize we want to help you clear Customs quickly.
- DO understand we appreciate your patience. Remember, Customs inspectors have a difficult task to fulfill.
- DON'T exceed your customs exemption without expecting to pay duty.
- DON'T forget your purchases sent home are subject to duty.
- DON'T be surprised if we open all your luggage.
- DON'T forget all accompanying foreign purchases must be declared, even those you have worn or used.
- DON'T accept the offer of a "false" sales invoice. This could result in seizures and penalties.
- DON'T rely on the "experienced" traveler, or foreign seller for your customs information.
- DON'T bring back lottery tickets.
- DON'T bring back fruits, plants, vegetables or meat without permits or advice from the Department of Agriculture.
- DON'T bring back gold coins, gold medals, or gold-coin jewelry without obtaining U.S. Treasury authorization.



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# English View of North Carolina Progress

*From an article in THE ECONOMIST, London, 1968*

If there is one state which looks like spurting forward from the back of the pack in the fiercely competitive race for industrial and economic expansion, that state is North Carolina.

To be sure, it has still some way to go before it reaches even the middle of the field. It is only 42nd in the rough-and-ready scale of income a head; last year's figure of \$1,913 is low indeed by American standards.

But as the chart shows North Carolina is growing faster than the country as a whole and its story is one of striking industrial expansion, improving skills and thus higher average earnings.

American industry, recognizing a good thing, is putting money into North Carolina. Capital investment in the state rose last year to \$399 million from \$224 million in 1959. Industry is increasing its stake in North Carolina because it offers an environment which is highly favourable to the employer.

Taxes are lower than they are in all but five states and the trade unions are weak. Companies which complain of vaulting tax demands and union pressures in the industrialized northern states naturally look southwards and North Carolina is just about as far South as most of them want to go in a period of racial upheaval.

Moreover, the State maintains five community colleges, ten technical institutes and twelve industrial education centers to lift the level of skills of its labor force. Big firms often reciprocate.

For example, the Union Carbide Corporation, which has just built a new plant two and a half times the size of its old one at Greenville, pays half of the

fees when one of its workers goes to night school and it pays college fees in full whenever a worker stays the course and obtains a degree.

The celebrated Research Triangle was formed six years ago by the three universities—Duke, North Carolina State and the University of North Carolina—which are in or near Raleigh. It stands as a flourishing monument to governmental and industrial co-operation on a lovely site of over 5,000 acres approximately equidistant from the three universities and the facilities and talent they offer.

Three successive Governors, starting with Mr. Hodges in 1954, have worked to attract new industry to the State. Yet for all the diversification and development now going on, North Carolina will clearly have to rely upon tobacco as its main product for a long time to come.

About two-thirds of the country's supply comes from its fields and factories. There was a fall in the consumption of cigarettes in 1964, after the publication of the surgeon general's report which linked cigarette smoking to cancer.

But in the twelve months which ended last June more cigarettes were sold than ever before. With the population increasing new smokers of cigarettes take the places of those who give them up.

Nevertheless, realists concede that probably within a decade the consumption of cigarettes will decline and that further diversification may have to come.

Physically North Carolina seems to have been designed by nature for diversification. It stretches some 500 miles

westwards from the Atlantic and has three distinct regions.

On the eastern flank is a coastal area stretching for some 200 miles southwards through Kitty Hawk, where the Wright brothers made the first flight in a powered aeroplane, to Cape Fear. For about half of its length it is protected from the Atlantic storms and autumnal hurricanes by the Outer Banks.

As a whole it offers everything one expects from a coastal territory in a temperate zone. Further west comes the central Piedmont region, the economic heart of the State. And still further inland comes the magnificent mountainous region of the Great Smokies and the Blue Ridge.

It is in the Piedmont that the quickening pace of development is being felt most acutely. It contains just over half of all North Carolinians and among them are a fifth of the country's total textile labour force, turning out a quarter of America's output of broad woven cotton goods and half of its hosiery.

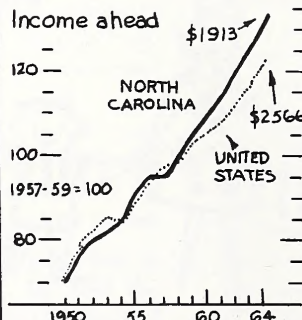
Half of the population of the whole of the United States lives within 500 miles of the center of North Carolina. There are not many richer markets than that anywhere in the world.

One looks for the flaws in the jewel and they are there, of course.

Insularity among the older people which degenerates at times into bigotry is taking a long time to die out. In racial matters North Carolina is by no means a pioneer but it is keeping abreast of the tide.

Here and there a Negro is appearing on a local administrative board and there are other isolated signs of progress. Negroes form only 16 per cent of the state's total population, a low ratio for the South, and consequently there is not much racial tension.

The present calm, unsatisfactory though it may be to those who want full equality between the races, seems likely to persist as long as the Negro continues to share the State's boom.



—from THE ECONOMIST





## JAPANESE BUILD SHIP

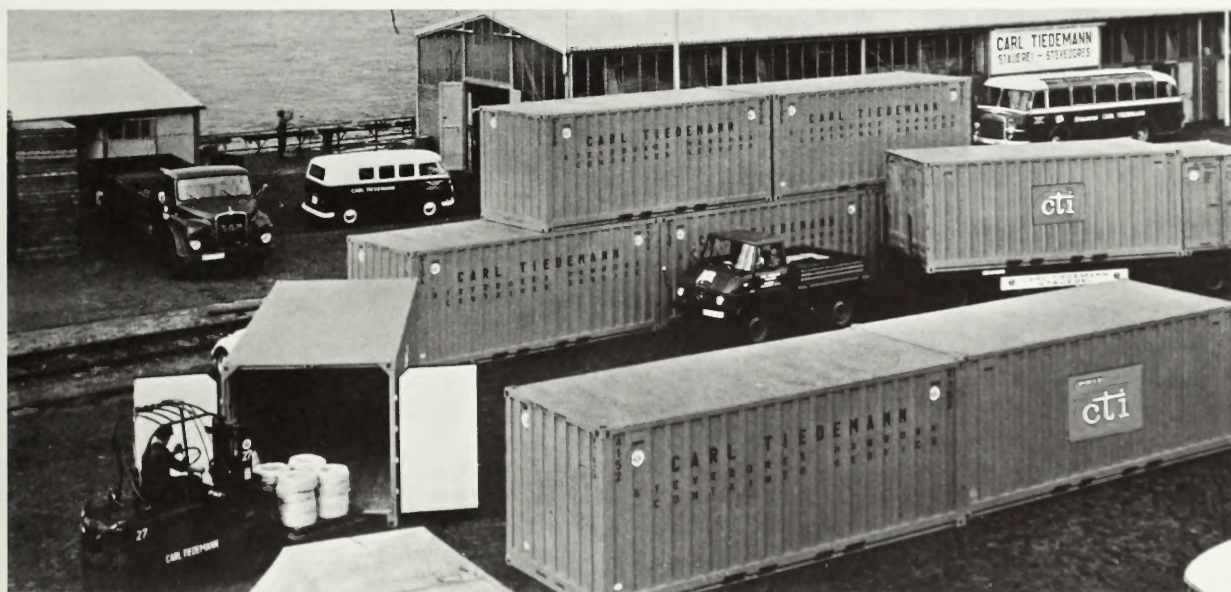
## AMERICAN FIRM BUILDS POWER UNIT

The first of 7 New Supertankers, 212,000-ton s.t. Energy Transport has completed her sea trails off the coast of Japan and will be delivered this week to the owner.

One of the largest of the new supertankers, the s.t. Energy Transport was built for Oriental Petroleum Carriers Inc., a member of the Island Navigation Corporation of the C. Y. Tung Group by Sasebo Industries Co. Ltd., Sasebo, Japan. The tanker is

nearly 1100 feet long, with a molded breadth in excess of 158 feet. The vessel will be in service between the Persian Gulf and Europe under time charter to shell.

The s.t. Energy Transport is the world's first vessel equipped with the newly designed General Electric M.S.T. 14 reheater marine propulsion plant with associated technical package.

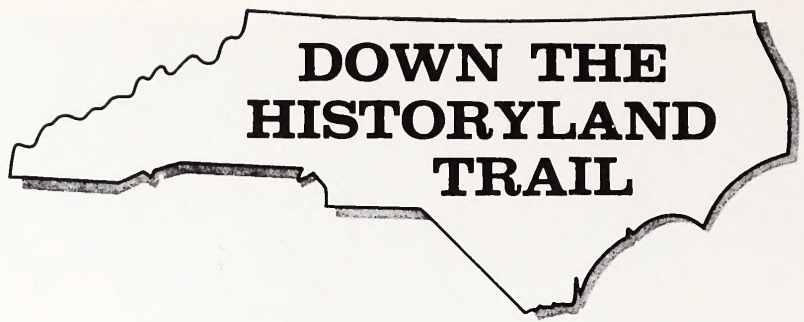


CTI-Container Transport International Inc. of New York City and Carl Tiedemann of Hamburg have reached an agreement by which Tiedemann installations in 10 German cities will serve as CTI

container depots. Photo shows Tiedemann's headquarters in Hamburg.

Heide represents CTI at Wilmington and Morehead City.





by  
(Mrs.) Elizabeth W. Wilborn  
Staff Historian, Division of  
Historic Sites, State Department  
of Archives and History

# Old Beaufort— “Colonial Fishing Village”

There are no great iron pots in which to “tryout” the whale oil and no beckoning fires in the early spring darkness along the banks near Beaufort and there is no longer the high adventure of whaling along the North Carolina Coast.

It doesn’t matter, though, there are other high adventures in Carteret and April does not spell an end to the excitement, as it once did to the Northern whalers, who returned to New England. Most of the whalers did not linger to enjoy the softly filtered springtime with flowers nodding in a brisk wind that can become bitter at sundown.

June inevitably follows April and Beaufort is really alive in June—antique show, house tour, and pirate invasion.

Beaufort is an old town—its streets were surveyed in 1713 by Richard Graves and named for Queen Anne; the Earl of Craven; William, Prince of Orange; Colonel Maurice Moore, and for Governor Pollock. It has survived war, fever, and depression and retains a charm that is magnetic. When the last bridge from Morehead City is crossed one is in Beaufort (pronounced “Bow-fort”), incorporated in 1722. There are more than 100 houses and buildings that have weathered the winds and waves for at least a century. Many of the houses are occupied by descendants of the men who built them. They are largely “West

Indies” in style with double porches. These same men built ships and manned them, wrestling a living from the ocean beyond the sandy banks.

One of the men was Captain Otway Burns, privateer and owner of the “Snap Dragon,” who helped the fledgling United States clear the Atlantic of British ships in the War of 1812. Burns’ colorful career included privateering, shipbuilding, and lighthouse keeping, for the old seaman ended his career keeping the Portsmouth lighthouse. Today Burns’ tomb in “the old Burying Ground” is surmounted with a cannon said to have been taken from his ship.

The cemetery on Ann Street was deeded to the town of Beaufort in 1731—burials had begun there earlier. Cypress slabs mark early graves, many of them of children. Visitors flock to the Old Burying Ground—there is a kindred spirit there that guides one along the paths and among the headstones. Plans are being made by the Beaufort Historical Association to restore the headstones that have been vandalized or that have been damaged by time and the weather.

The Beaufort Historical Association is a living “little Red Hen” story. When the Joseph and Josiah Bell houses were purchased, restored, and opened to the public, local citizens sparked by energetic leadership did the job. The projects were assisted by



# The Lost Colony

AMERICA'S NO. 1  
OUTDOOR DRAMA



## For Your Convenience And Pleasure

Reached by turning off U.S. 64-264 two miles west of the town of Manteo, a 600-car lighted and protected FREE parking lot is provided—only a few hundred feet from the entrance to the Waterside Theatre. A visit to the Park Service Visitor Center (museum) and The Lost Colony Gift Shop is a "must" for full enjoyment of the drama. Daytime Box Office located in The Lost Colony Building, next to the Elizabethan Garden.

Wright Brothers Memorial (first flight site), the Cape Hatteras National Seashore (with museums at the Bodie Island and world famous Cape Hatteras lighthouses), and the beautiful Elizabethan Garden (also on the Fort Raleigh National Historic Site adjoining the Waterside Theatre), are other outstanding attractions.

*Special performance of 16th century Masque by Lost Colony Company in the Elizabethan Garden on Saturday, July 26, 1969.*



Joseph Bell House, living room



A table loaded with food at the Joseph Bell House



# the Lost Colony

Directed and Staged by  
JOE LAYTON

For the 29th summer since 1935, *The Lost Colony* symphonic outdoor drama is being presented in the magnificent 2,000-seat Waterside Theatre on the shores of Roanoke sound on the Fort Raleigh National Historic Site, spiritual birthplace of America.

Since 1964 the production has been in charge of dynamic young Joe Layton, winner of television's EMMY and Broadway's TONY awards. He was choreographer of the original Broadway production of *The Sound of Music*, produced three Barbra Streisand TV spectaculars, staged the musical numbers of the Hollywood movie, *Thoroughly Modern Millie*, and directed and staged the Broadway hit, *George M.*

Authored by Pulitzer Prize-winner Paul Green, *The Lost Colony* is produced by the Roanoke Island Historical Association, in cooperation with the State of North Carolina and the National Park Service.

Presented by a company of 150 professional actors, dancers, singers and technicians . . . in two acts and 11 scenes. . . the play surrounds you . . . drama so big it must be presented under the stars.

Playwright Green's original words and music are virtually unchanged, but those who have not seen it in recent years will be astounded by the spectacular new scenery, costumes, lighting and staging.

## Old Beaufort— “Colonial

There are no great iron pots in which to “tryout” the whale oil and no beckoning fires in the early spring darkness along the banks near Beaufort and there is no longer the high adventure of whaling along the North Carolina Coast.

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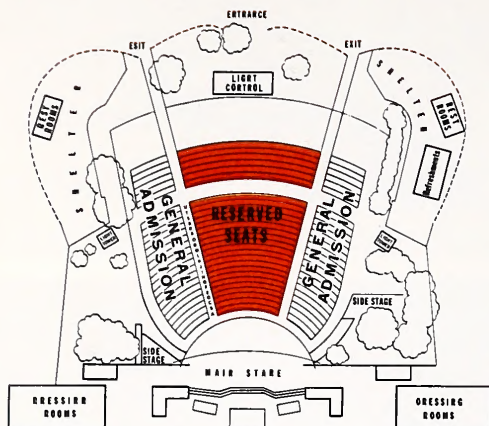


A table loaded with food at the Joseph Bell House



Buy tickets in advance to insure best seats and avoid standing in line at box office. Reserved seats on sale at most motels and hotels. Phone 473-2971 or 473-2658 in Manteo for reservations or mail Ticket Form to THE LOST COLONY. Box 68, Manteo, N. C. 27954.

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## TICKET ORDER FORM

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(Number) \_\_\_\_\_ tickets to The Lost Colony for the

\_\_\_\_\_ Day \_\_\_\_\_ Date \_\_\_\_\_ performance.

Enclosed is check (or money order) for \$ \_\_\_\_\_

Allow ample time for mailing of tickets. If it is too late to mail tickets to you we will hold them at the Theatre Box Office. Refunds cannot be made unless tickets are returned and reservations cancelled prior to performance date. General Admission tickets may be purchased at the Theatre Box Office only.

Photos by Aycock Brown

# the Lost Colony



## Easy to Reach

Roanoke Island, Manteo, the Waterside Theatre and *The Lost Colony* may now be reached over good TOL FREE highways. Only 75 minutes from U.S. 17 (Ocracoke Highway), one hour and 45 minutes from Norfolk, Va. at the Hampton Roads area, and less than four hours from Raleigh or from Interstate 95 and U.S. 301. New TOL FREE bridges now connect the North Carolina mainland with Kitty Hawk, Kill Devil Hills, Nags Head, and Manteo and with fabulous Hatteras Island.

## Tourist Accommodations

The finest hotels, motels, cottages, restaurants and other tourist accommodations are available in Manteo and the Dare Beaches (only minutes from the Waterside Theatre). For information write the Dare County Tour Bureau, Manteo, N. C. and/or the Nags Head Chamber of Commerce, Nags Head, N. C.

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the Department of Archives and History and grants from the Richardson Foundation, but most of the planning and backbreaking work has been Beaufort-inspired.

Though many Beaufort enthusiasts are native, some of the most ardent restoration workers are "furriners," but only in the sense of being born away from Carteret. Beaufort is not an imitation Cape Cod seaport—Beaufort is an original—it has a personality of its own!

The names found on tombstones are also on storefronts, filling stations, and other enterprises and the people who greet you along the streets are not ghosts conjured out of the past. Beaufort people love their heritage and cheerfully share it.

During the last weekend in June paintbrushes, gardening tools, and everyday pursuits are abandoned for colonial costumes. Many houses (most of them private) are opened and guided tours are available. Even the children participate and the men (*not look-*

*ing too out of place*) in ruffled shirts defend their homes against Spanish pirates who re-invade the town, as they did in 1747. The Spanish flag is one of four which has flown over Beaufort.

For those who like to walk leisurely along the streets there is a walking tour map just as there is a brochure to point out the various plots and headstones in the cemetery. Houses are marked with the Beaufort "shield" and are named and dated.

The Duke Marine Laboratory is located on Pivers Island as is the U. S. Government Fishery—famous scientists visit there. Artists find pleasant subjects on land and water. Lovers of seafood are offered a tantalizing variety. There is a magnetic pull to the fishing village.

Beaufort has something for every visitor—fishing, sailing, an old jail museum, a whaling museum, historic houses—you'll find it just after you cross the last bridge from Morehead.



Caleb Bell House, 1770



Duncan House, 1790



Joseph Bell House, living room



A table loaded with food at the Joseph Bell House



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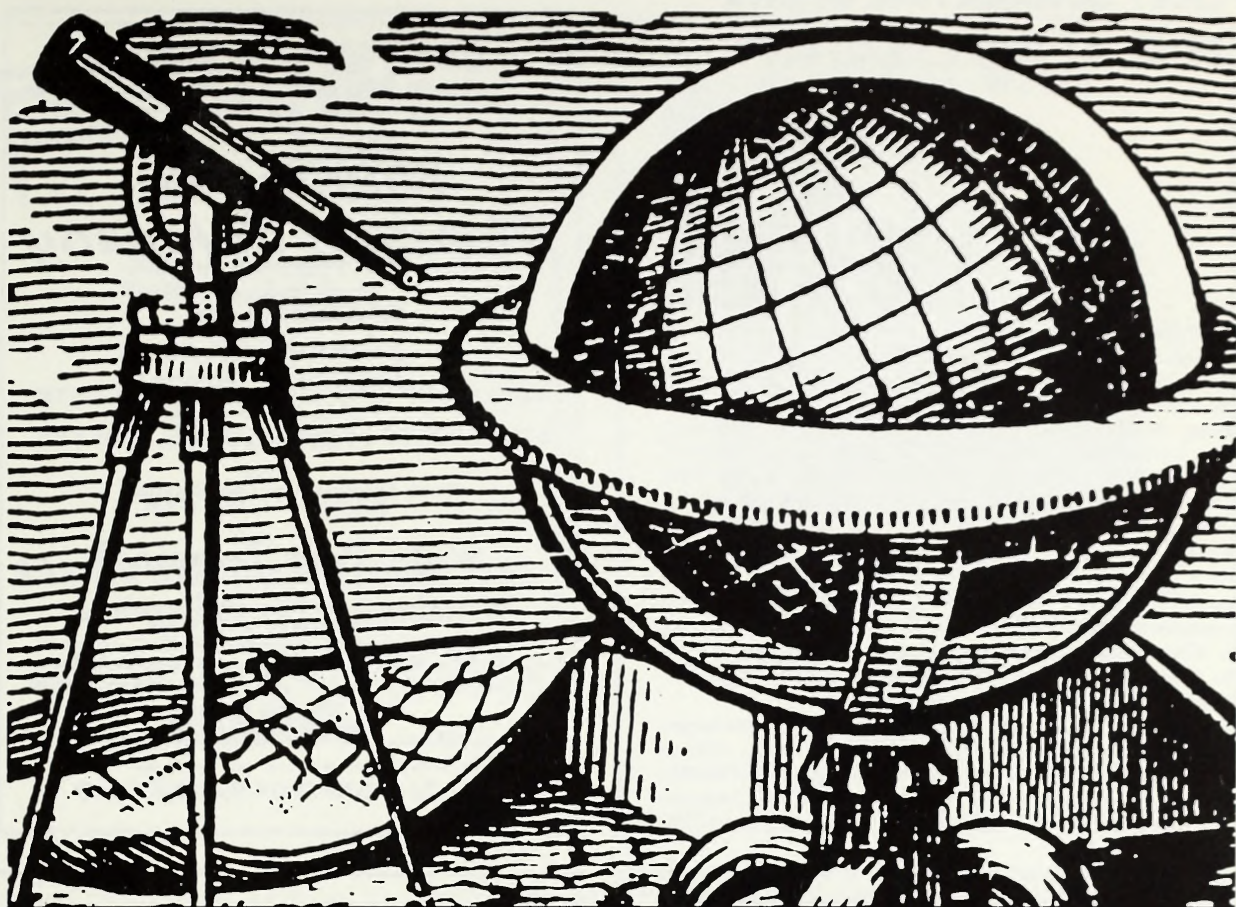
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# PLANT QUARANTINE OPENS OFFICE AT MOREHEAD CITY



Roberts

The United States Department of Agriculture, Agricultural Research Service, Plant Quarantine Division, has felt for many months that fast sustained growth of the port of Morehead City, represented the completion of the new phosphate bulk loading facility, would justify establishment of a permanent office. Until February 24, 1969, Plant Quarantine coverage of Morehead City was accomplished from Wilmington. In order to live up to the unofficial title of "First line of defense for American Agriculture", this division must keep up with the increased volume of international transportation and Morehead City is obviously a part of this expansion.

The latter part of February proved to be excellent timing for a permanent Plant Quarantine office opening because the day the office opened was the day the maritime strike ended. This was followed by a steady flow of vessel arrivals, many discharging cargoes of Plant Quarantine interest.

An example of "Quarantine interest" cargo recently discharged here is the Brazilian lumber, destined to furniture mills in North Carolina. Inspection revealed an infestation of a termite, *Nasutitermes sp.*, not present in the United States. Measures were immediately taken to prevent the dissemination of this pest.

Italian made automobiles, 84 to be exact, were discharged to be driven overland to the consignee in Boston, Massachusetts. Inspection of this type cargo is necessary to insure that the undercarriages are free of foreign soil, a notorious carrier of plant pests such as nematodes. Foreign soil is prohibited entry into the United States by the Federal Plant Pest Act.

The inspector assigned to these duties, and the many others too numerous to mention, is Mr. Larry C. Roberts. Mr. Roberts is an Iowa transplant and graduated from the University of Iowa. Larry started his career at the port of New Orleans Louisiana, and comes to Morehead City after serving this port as part of the Wilmington staff for three years.

The Plant Quarantine Office is now housed in the State Ports Terminal office. This office will be responsible for activities at Cherry Point Marine Air Station and Elizabeth City Coast Guard Air Station, in addition to the port.

## NEW OFFICE OPENS

Wilmington Shipping Company of Wilmington, North Carolina, announces the opening of an office in Baton Rouge, Louisiana, for foreign freight forwarding services.

The office is under the management of James P. Schley, who has been associated with Wilmington Shipping Company for a number of years. It is located on the property of the Greater Baton Rouge Ports Authority in Port Allen, Louisiana, with its mailing address Post Office Box 528, Port Allen, Telephone 504-343-9545.

Wilmington Shipping Company, in addition to its headquarters in Wilmington, has offices in Charlotte and in Morehead City. In Morehead City, company operations are carried on under the name of Morehead City Shipping Company.

W. B. ATKINSON  
Freight Sales Mgr.  
WADE H. PIERCE  
Manager—Import Dept.

L. M. WALLACE  
Export Traffic Mgr.  
JESSE C. JACOBS  
Asst. Mgr.—Import Dept.

## Wilmington Shipping Company



F.M.C. No. 469

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Phone 763-7333

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## MISCELLANEOUS AGRICULTURE

*Switzerland*—Seedlings without roots of following plants: *dracaena sanderiana*, *dracaena deremensis* var. *warneckei*, *philodendron florida compacta*, *hoya exotica*.

## FLOOR COVERING MILLS, PRODUCTS

*Spain*—Carpets, rugs of all kinds; first class qualities.

## LOGGING CAMPS, LOGGING CONTRACTORS

*Korea*—Douglas, hemlock fir logs, common lumber, top diameter 6" up, length 18' up, estimated annual requirement 200,000 MBF., purchase term 36 months credit upward, with L/C issued by local bank.

## PAPER MILLS, PRODUCTS

*Netherlands*—Woodfree and ground-wood printing, writing paper; following qualities of kraftliner: sack kraft; semi-chemical fluting.

*Sweden*—Special printing paper for optical clearing recognition (OCR).

## CONVERTED PAPER, PAPERBOARD PRODUCTS

*Spain*—Wallpaper.

## SYNTHETIC MATERIALS

*Netherlands*—Transparent cellulose film for laminating.

## CHEMICAL PRODUCTS

*Korea*—Sizes for textile industry.

*Sweden*—Special printing ink for optical clearing recognition (OCR).

## TIRES, TUBES

*Austria*—Tires for passenger cars, trucks.

## CUTLERY, HAND TOOLS, GENERAL HARDWARE

*Netherlands*—Rope fittings, clamps, shackles, fasteners, other hardware for camping; hand spades, other hand tools for camping; hunting knives.

## METALWORKING MACHINERY

*Sweden*—Pneumatic tools for automobile maintenance.

## SPECIAL INDUSTRY MACHINERY

*Sweden*—Printing machinery for production of continuous, other manifold forms.

## GENERAL INDUSTRIAL MACHINERY

*Netherlands*—Pumps for chemical, petrochemical, pharmaceutical, soft drink, food processing industries.

## SERVICE INDUSTRY MACHINES

*France*—Laundry, dry cleaning, pressing equipment, industrial and commercial, up-to-date machines, such as ironers, washers, extractors, wringers, driers, tumblers, steam-processes (tailor-type, others), related lines.

## ELECTRIC TRANSMISSION, DISTRIBUTION EQUIPMENT

*Germany*—Oscilloscopes, digital counters, HF-instrument, equipment, multi-channel recorders, power amplifiers, other electronic measuring instruments.

## ELECTRICAL MACHINERY, EQUIPMENT, SUPPLIES

*Israel*—Compact electrical units, sizes: 20, 250, 600 and 1,000 kva; 3 Voltage 380 v; frequency 50 cps; shaft speed 3,000 rpm.

## SHIP BUILDING, REPAIRING

*Uruguay*—One new or used ferryboat, roll on/roll-off type, 500/700 passengers, 70/100 automobiles; minimum speed 12 miles per hour with two diesel engines of approximately 1400 hp. each, two radars, one radio station; spare parts, accessories.

## INSTRUMENTS, FOR MEASURING, CONTROLLING, INDICATING PHYSICAL CHARACTERISTICS

*Netherlands*—Parking meters, (also coin-operated), other automatic parking lot, parking structure equipment.

## SURGICAL, MEDICAL, DENTAL INSTRUMENTS

*Netherlands*—Surgical and medical instruments, apparatus; reusable and disposable instruments.

---

## COMMERCE NOTES (CONT.)

### UNIQUE MARKETING TOOL-TRADE CONTACT SURVEY

The U. S. Department of Commerce offers a service to reduce guesswork and provide a systematic approach to finding an agent, distributor or licensee to service your overseas markets. Once your firm initiates a Trade Contact Survey, and after the feasibility of the survey has been determined by specialists in the Commerce Department, your application and supporting materials are dispatched to the appropriate Foreign Service post. Within 90 days the Survey report is returned complete with names and addresses of suitable foreign trading partners, evaluations of local businesses interested in the proposal, and data on market and trade regulations. If you feel that a Trade Contact Survey might possibly enhance your interest or involvement in exporting, contact the Greensboro Field Office. The staff of the local office of the Department of Commerce is available to help you with this and other Commerce services.

### DEPARTMENT OF COMMERCE'S AGENCY INDEX PROMOTES U. S. EXPORTS

North Carolina exporters are urged to take advantage of the Commerce Department's Agency Index Service which is designed to put prospective foreign buyers in speedy touch with local sources of supply for U. S. products. All you need to do is list the names and addresses of your overseas agents, distributors or licensees with U. S. Foreign Service Posts by completing Agency Index cards (Form FC-30), supply of which is available from the Greensboro Field Office. All U. S. manufacturers and exporters with representation overseas are urged to send in their agency information promptly and to keep it current by submitting replacement cards wherever changes occur or new arrangements are made. With this information the U. S. commercial attaches can be of greater help in promoting the sale of U. S. products in foreign markets.



# Avoid foreign entanglements.

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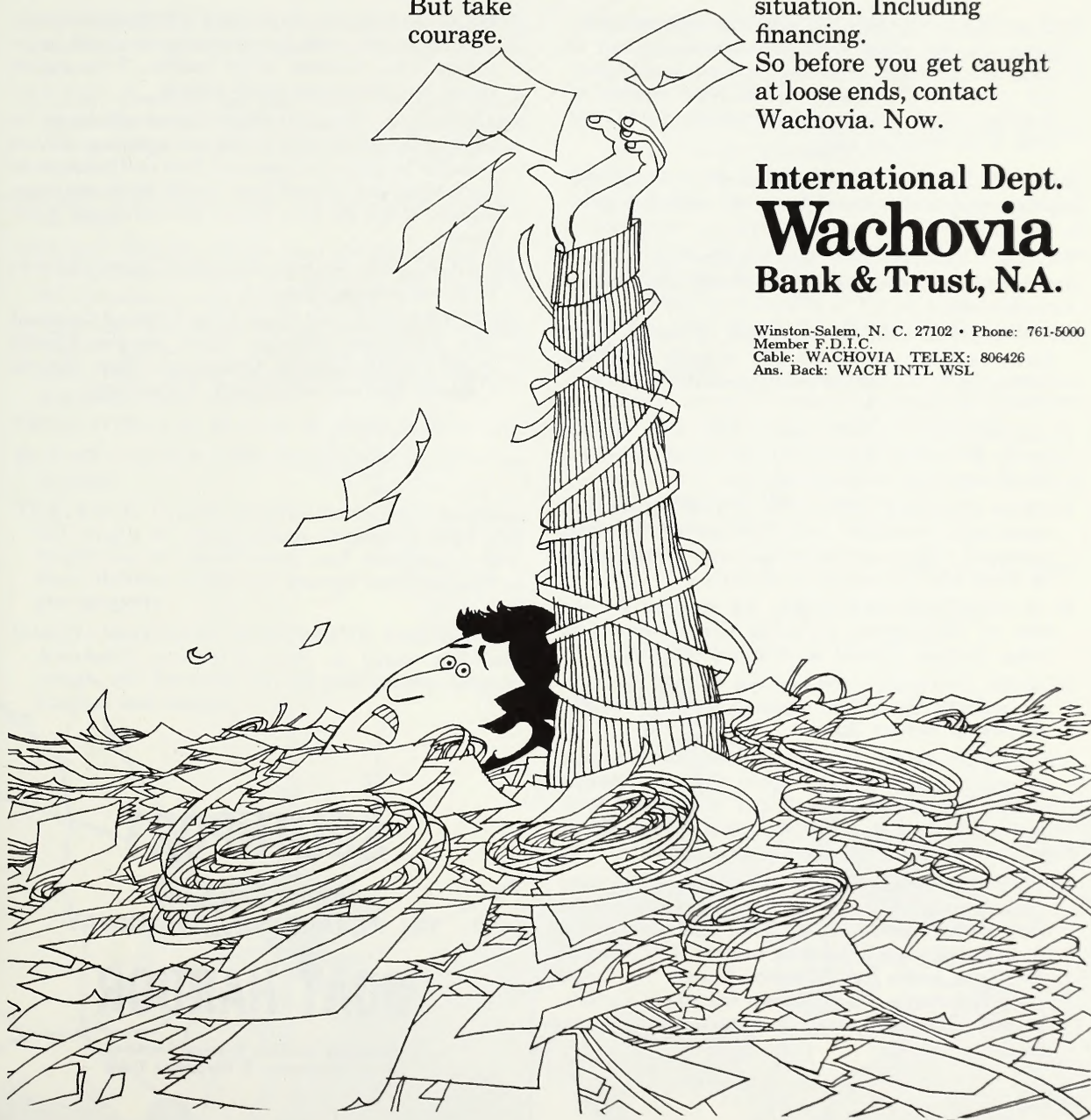
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*W. H. Friederichs, Operations Manager*

## STATE PORT TERMINAL WILMINGTON

**DRY CARGO WHARF:** 3,695 feet of continuous marginal concrete wharf with wide aprons. 34 feet of water alongside at mean low water (channel project now being deepened to 38 feet) capable of working seven vessels simultaneously. Additional 1,045 ft. of wharf in 1969.

**TANKER BERTH:** T-head type with mooring dolphins, supported by tank farm and available undeveloped area.

**TRANSIT SHEDS:** Four fully-sprinklered, modern, concrete, steel, and masonry buildings total 506,000 square feet.

**OPEN BERTH:** 800 continuous feet, as well as other open areas between sheds and at ends of wharf, backed up by 15 acres of paved open storage accessible by rail or truck.

**WAREHOUSES:** 522,962 square feet, fully sprinklered. **BONDED WAREHOUSE** space available by arrangement with management.

**CARGO STORAGE SHELTER:** 273,000 square feet, open ends, concrete and steel, paved building, equipped with overhead bridge cranes and served by truck and rail access to all parts.

**U. S. CUSTOMS SERVICES:** All services for the Port of Wilmington, including Classification and Value Section, located on terminal property.

**SCALES:** Two truck scales and one railroad car scale conveniently located on terminal. Certified weighmasters on 24-hour duty.

**TRACKAGE:** Double marginal tracks with crossovers along full length of wharf apron. Depressed tracks serving rear of transit sheds and warehouses. Storage yard capacity—370 rail cars. (Four diesel switching engines operated by the terminal.)

**HEAVY EQUIPMENT:** Two 45-ton capacity gantry cranes equipped for 80-inch magnet and two or six yard bucket operations. A 75-ton gantry crane (at 70 ft. radius) can be used in tandem with either of the 45-ton cranes for lifts up to 120 tons. The larger crane is speedily convertible for fast single line lifts, magnet or bucket, as well as container cargo operations.

**CARGO HANDLING EQUIPMENT:** Forklifts of various capacities with accessories—cotton and paper clamps, etc., tractors, cargo trailers, 5-ton mobile crane, stevedore-type cargo pallets.

**LOADING & UNLOADING:** Direct discharge or loading between ship's tackle and open top railcars possible by prior arrangement. Rail and truck docks for loading and unloading at transit sheds and warehouses; ramps for easy access into sheds and warehouses.

**FUMIGATION:** Modern fumigation plant with two large vacuum chambers.

**SERVICES:** Seaboard Coast Line Railroad Company plus numerous highway motor carriers. Locally domiciled Stevedoring Companies, Ships Agents, Customs Brokers, and Freight Forwarders.

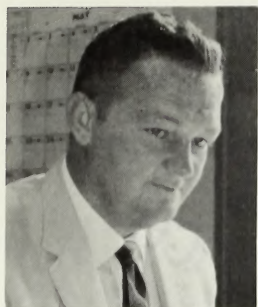
## SOUTHPORT

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*Charles McNeill, Operations Manager*



## STATE PORT TERMINAL MOREHEAD CITY

**SHIPSIDE SITES:** Including existing rental buildings available to private enterprise for specialized purposes.

**WHARF:** Concrete and steel, 3,625 feet long 45-foot apron. Berth six 500-foot general cargo ships and one petroleum tanker. Depth 35 feet at mean low water.

**BARGE TERMINAL:** Four 300-foot berths completed 1968.

**TRANSIT SHEDS:** Three total 220,000 square feet. Two of steel, concrete and masonry, one of metal. All sprinklered with deluge systems.

**WAREHOUSES:** Seven storage warehouses, totaling 588,000 square feet, sprinklered with deluge systems. Total 30 fire segregation sections. Bonded warehouse space available.

**OPEN STORAGE:** 13 acres of paved open storage.

**SCALES:** Certified public truck scales available on terminal.

**TRACKAGE:** Double marginal tracks with crossover, full length of wharf. Single depressed track full length rear of transit sheds and warehouses. Southern Railway freight car storage yard adjacent to port property.

**CARGO HANDLING EQUIPMENT:** Fork lifts with detachable accessories such as paper and bale clamps, etc. Facilities for full palletization cargoes. Tractors and trailers.

**HEAVY EQUIPMENT:** Berths 6 and 7 have two 75-ton gantry cranes with full crane services including buckets, electromagnet, etc. Cranes may be used in tandem with 150 ton capacity.

**U. S. CUSTOMS:** A designated customs port of entry with permanent personnel assigned.

**BULK FACILITY:** 3,000,000-ton annual capacity bulk facility for receipt, conveyance, storage and shipment of bulk cargoes. Loading capacity of 3,000 tons per hour. Storage capacity 106,000 tons.

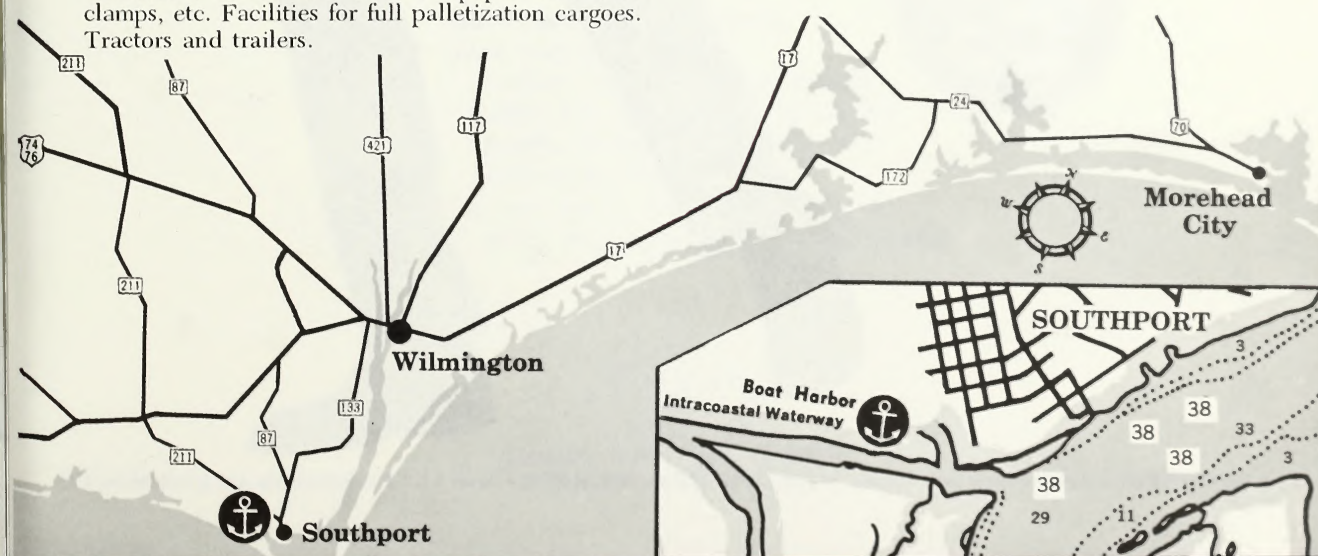
**LOADING OR UNLOADING:** Truck and rail docks for loading or unloading at transit sheds and warehouses; easy access into transit sheds and warehouses.

**FUMIGATION:** Latest, largest and fastest vacuum cyanide and acritet fumigation facilities. Two 9,000 cubic foot steel chambers, full mechanized.

**SERVICES:** Served by the Southern-A & EC Railway System and the Beaufort-Morehead Railroad plus numerous highway motor carriers.

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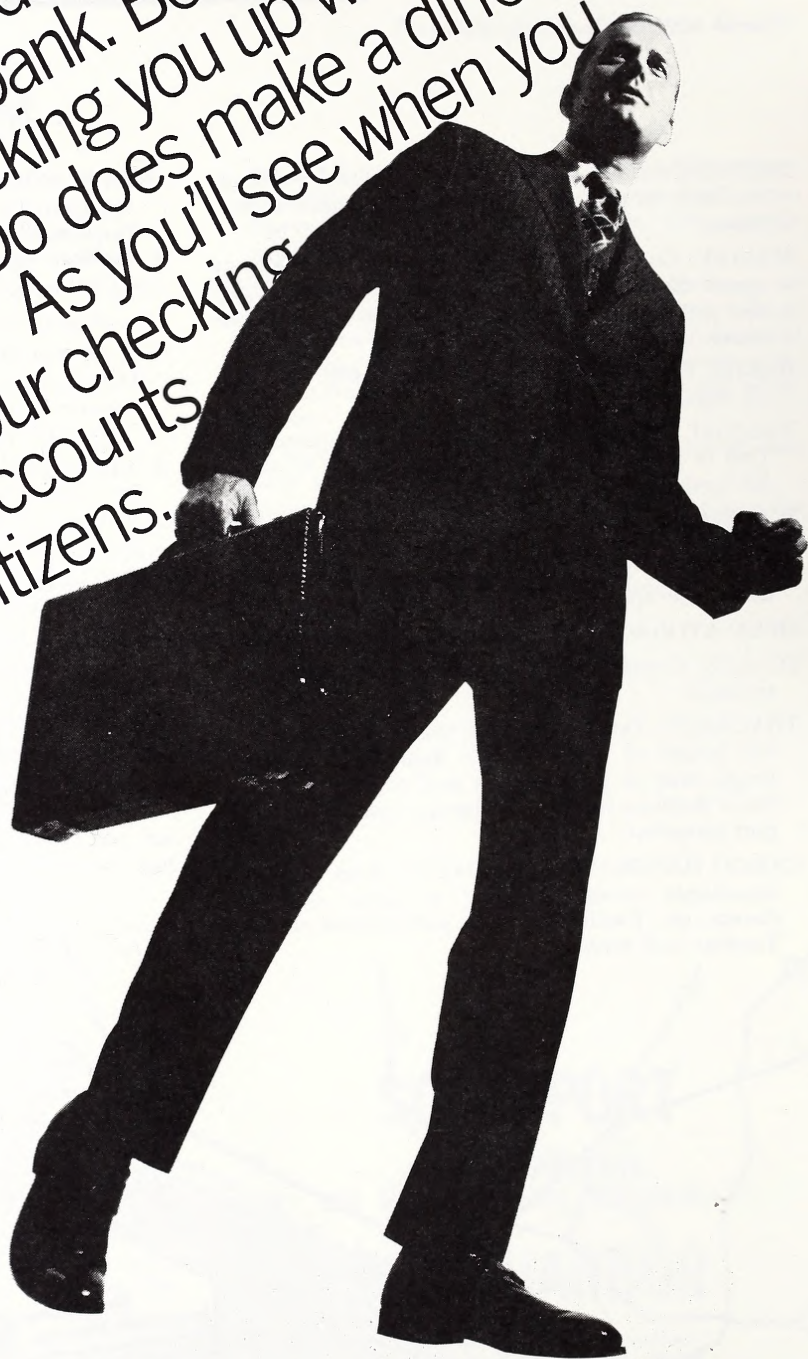
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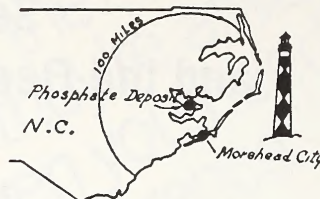


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# STATE PORTS

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SUMMER, 1969





# Avoid foreign entanglements.

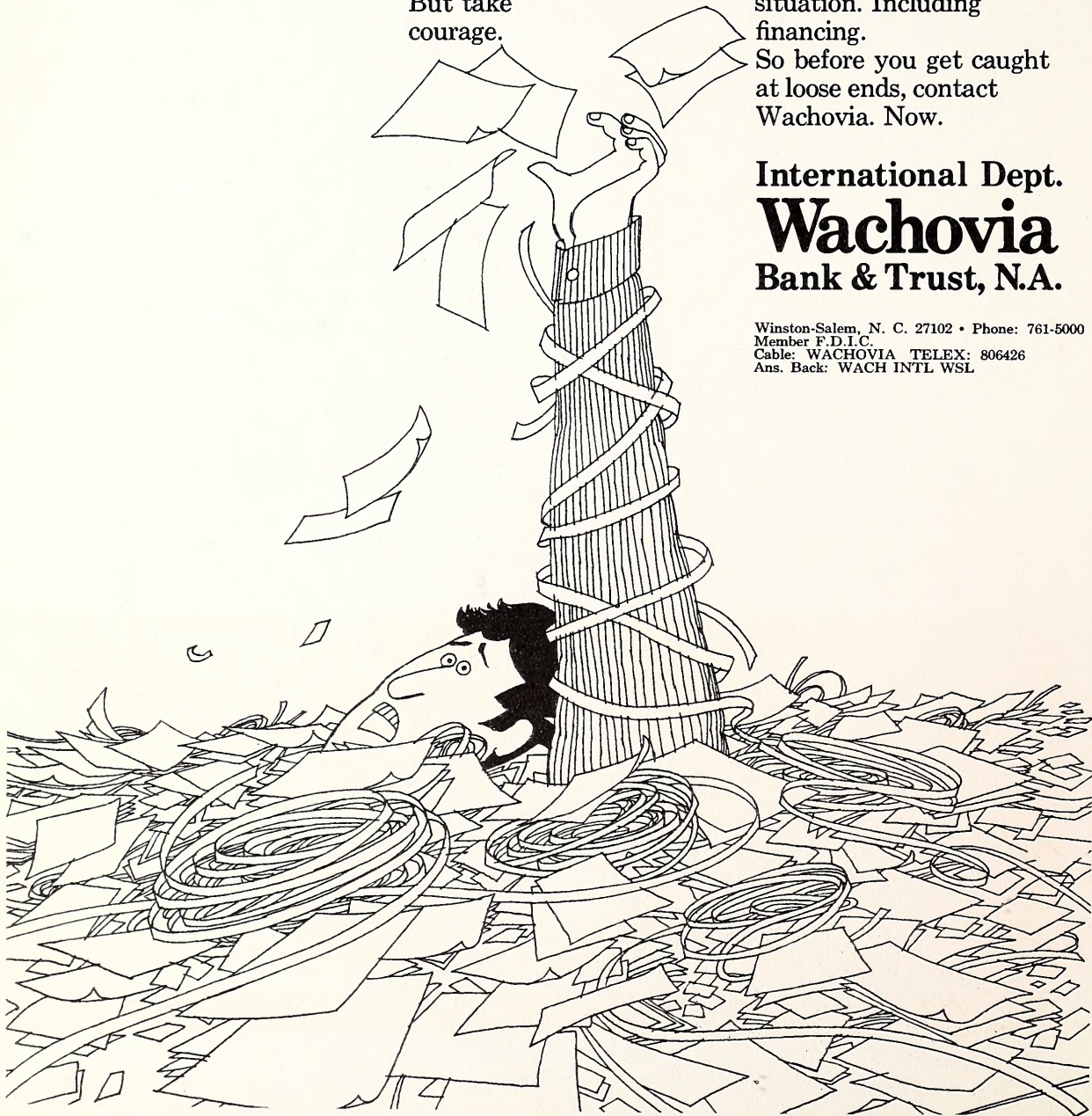
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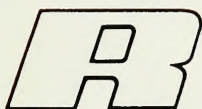
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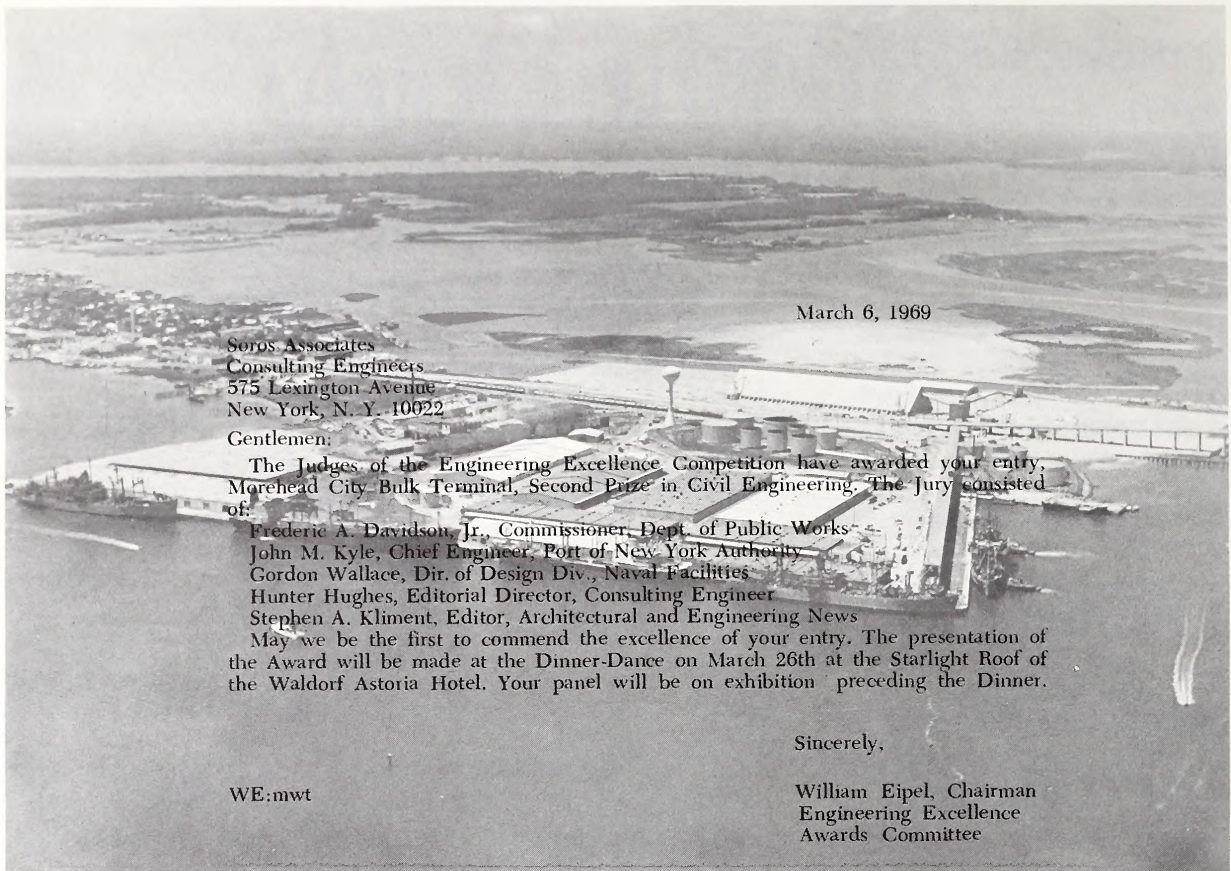
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March 6, 1969

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Gentlemen:

The Judges of the Engineering Excellence Competition have awarded your entry, Morehead City Bulk Terminal, Second Prize in Civil Engineering. The Jury consisted of:

Frederic A. Davidson, Jr., Commissioner, Dept. of Public Works

John M. Kyle, Chief Engineer, Port of New York Authority

Gordon Wallace, Dir. of Design Div., Naval Facilities

Hunter Hughes, Editorial Director, Consulting Engineer

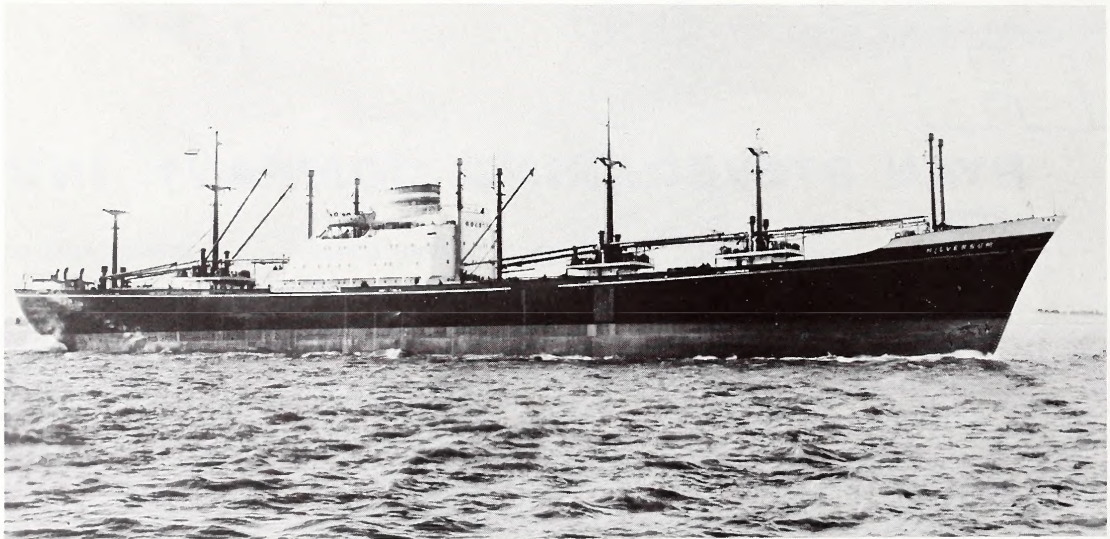
Stephen A. Kliment, Editor, Architectural and Engineering News

May we be the first to commend the excellence of your entry. The presentation of the Award will be made at the Dinner-Dance on March 26th at the Starlight Roof of the Waldorf Astoria Hotel. Your panel will be on exhibition preceding the Dinner.

Sincerely,

WE:mwt

William Eipel, Chairman  
Engineering Excellence  
Awards Committee



## IGL CALLS WILMINGTON

The Independent Gulf Line has extended its South Atlantic Service to provide regular sailings between Wilmington, North Carolina and ports in the United Kingdom and Continent range. The first vessel calling at Wilmington will be the Dutch flag M/V "HILVERSUM" on July 30. Thereafter calls will be scheduled at twenty-one day intervals at Wilmington and other South Atlantic ports.

The Independent Gulf Line managed by Vinke & Company, Amsterdam has served the U. S. Gulf and South Atlantic trade for twenty-two years. Amerind Shipping Corporation of New York are general agents for the service.

This step to expand the frequency and scope of the IGL South Atlantic Service is in further recognition of the increasing transportation requirements of the growing Southeast, according to Lewis C. Paine, Jr., President of Amerind.



## AUTHORITY MEMBERS

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Tel. 919-829-3855

Box 149-27602

Raleigh, N. C.

L. C. BRUCE, *Director Public Relations also*  
*Administrative Ass't to Ports Authority*



OFFICIAL PUBLICATION

# North Carolina STATE PORTS



SUMMER ISSUE, 1969, SPA MAGAZINE

VOL. 15, NO. 2

PAGE

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*In this issue we present for the eighth time a continuing feature called "Rooming the Seven Seas with Betty Casey." The feature is being written for us by Mrs. Casey of Greenville, North Carolina. Mrs. Casey has spent many years traveling, particularly in the orient and the south seas. The eighth feature is on Le Havre, France. (See Pages 6 and 7).*

Photo credits should be given to: Seco, N. C. Dept. of Archives and History, J. T. Howard Agency.

## COVER:



## SOUTH PORT HARBOR

The cover this time is a picture of North Carolina's boat harbor at Southport. Visible in the left center are the new covered slips, financed by the General Assembly of 1967. These covered slips will make this boat harbor one of the most modern on the waterway. Its reputation and convenience has already gained fame up and down the eastern seaboard.

For information about:

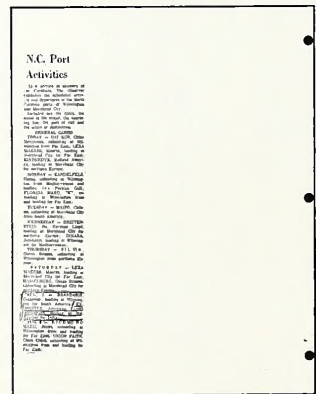
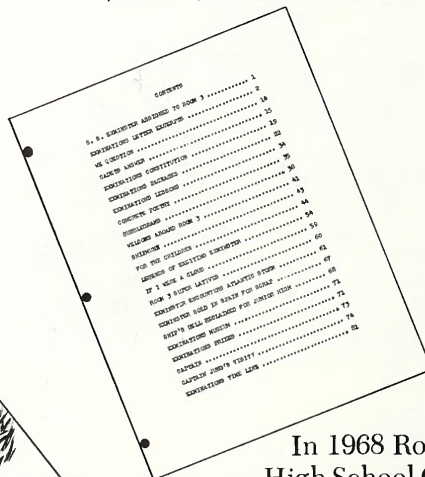
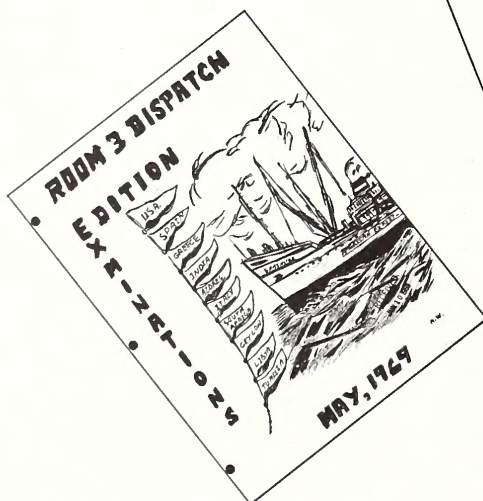
THE NORTH CAROLINA STATE PORTS write or call L. C. Bruce, Editor & Publisher—State Ports Magazine, P. O. Box 149, Raleigh—Published Quarterly. 919 829-3855





Last month Gov. Scott signed North Carolina's Safe Boating Week Proclamation and discussed boating safety with these boating enthusiasts and Safety Week Chairman. Pictured are (left to right) H. A. Schmidt, Manager, Southport Small Craft Harbor; Charles H. Kimbrell, New Bern boat dealer; Dr. Dan A. McLaurin, Sect. 27, N. C.'s U. S. Power Squadron; Cmdr. Glasgow, U. S. Coast Guard, Elizabeth City; Fred. M. McCutchen, Cmdr. U. S. C. G. Auxiliary Flotilla 91 (Raleigh); William T. Casey, Cmdr. Dis. 27, N. C.'s U. S. Power Squadron; John R. Parker, Wildlife Commission; and Howard Braxton, Red Cross Representative, Elizabeth City.

## S. S. EXMINSTER A



In 1968 Room 3 of the Hendersonville Junior High School 6th grade taught by Mrs. Louvenia P. Martin adopted a merchant ship the SS. Ex-minster of the American Export Isbrantsen Line on a plan promoted by the Propeller Club of the U. S. From then on things began to happen; the first mate wrote, they followed the ship in



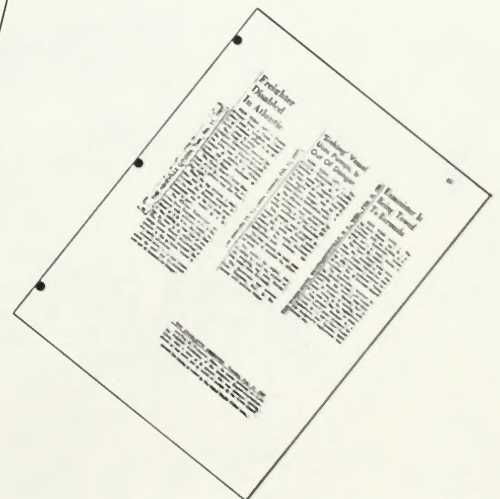
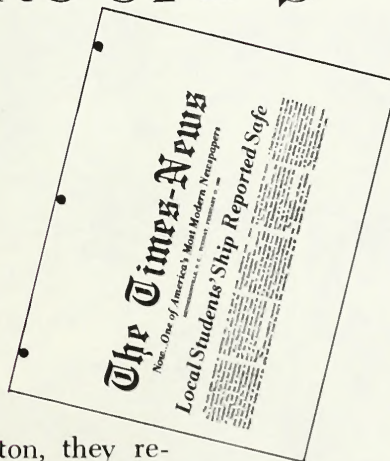
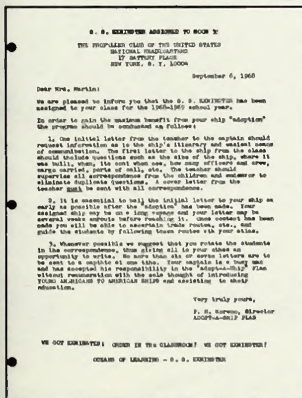
# Queen Visits Tokyo



Last May the Maid of Cotton—Miss Cathryn Muirhead visited Hudson-Belk's huge downtown store in Raleigh and was introduced to the media. The next day she was the guest of the Ports Authority on a tour of the General Assembly building and met many of the solons as they say in the newspapers.

She told us about her upcoming visit to Japan and we asked her to send us a picture from Tokyo—Here it is—The Maid of Cotton USA on the steps of the tropical gardens in Tokyo—Special for the State Ports Magazine—

## IGNED TO ROOM 3



the news, She visited Wilmington, they received letters from many ports, she weathered an Atlantic storm, finally was sold to Spain for scrap.

The Public Relation Division of the State Ports Authority received an 84 page scrap book excerpts of which are shown here.



# LE HAVRE DE GRACE

## SINCE 1517

*"Roaming the Seven Seas with Betty Casey"*

Is "Le Havre de Grace" still the "harbor of grace and shelter?"

Founded in 1517 by Francis I, where the Seine river empties into the English Channel, this now bustling harbor was the first French port built according to modern concepts. The port's deep-water, sheltered approaches are situated on Europe's northwest shore along the present route of the densest sea-going activity of the entire world.

Nearly 300,000 enthusiastic passengers, aboard such great luxury liners as the SS United States, the SS America, and the Le Havre home-based French liners "France," "Flandre," and "Antilles," along with many other ships from around the globe, in 1965 put the harbor in second place to Southampton in European transatlantic sea-going traffic.

Many were hastening to the country extolled in song and poetry as the land of romance, in additional pursuit of perfumes, elegant "haute couture," snails, art culture, historical enlightenment or to enjoy rich folklore of songs, poems and dances of the provinces.

Rebuilding of the port, after 95% of it was destroyed during WWII, and addition of up-to-date equipment operated around the clock, has resulted also in annual fast handling of freight cargo amounting to well over 21 million tons. This first and last stopping point for Southern traffic along the English Channel has accommodated over 11,000 vessels in one year—including in 1967 the mammoth 200,000 ton Norwegian tanker, Bergehas, the first ship of more than 100,000 tons to enter a European continental port.

Handling of this and other increasingly gigantic vessels was made possible by excavation of approach points increasing the depth of the outer harbor channel and the tidal basin to almost 38 feet. Plans are set for further deepening the harbor to over 45 feet. Rock free fossile valleys discovered in surveys of the submarine depths of the Seine led to hopes for future dredging to a depth of almost 53 feet.

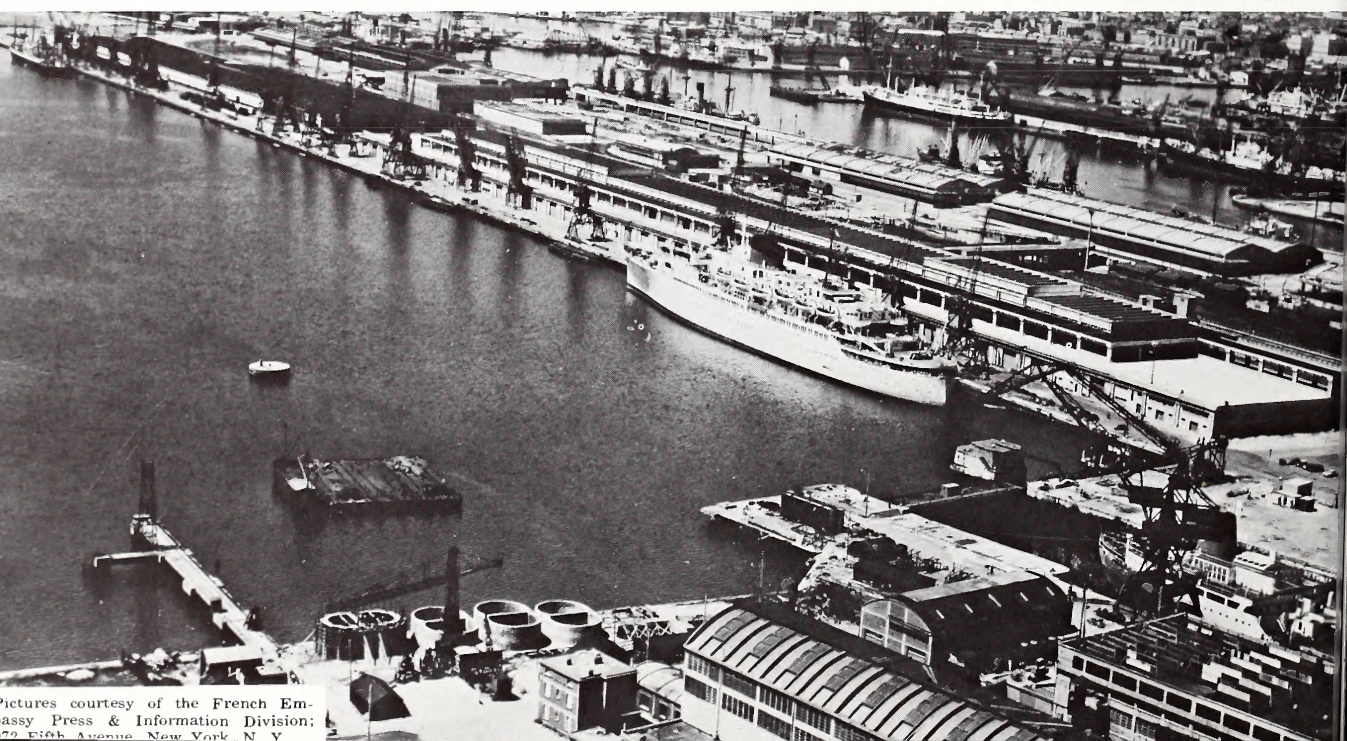
Further traffic across the 43 miles of English channel between England and France will be made possible by a rail tunnel—with 22 miles of it underseas. Each train will carry 300 cars and will travel at 87 mph. Peak capacity is expected to be 400 vehicles per hour.

France, next largest of European countries to Russia, approaching 50 million population, and with 212,659 square miles of varied and rich topography—from mountains to seashore—is a traditionally sea-faring country.

Many French ports, some of which date back to ancient times, lie along its almost 2000 miles of coast. Marseille, the first port and now the largest, was founded in 600 B.C. by the Phoenicians and developed by the Romans for military purposes. After discovery of the New World, ocean-going traffic became mainly commercial. By the end of the 18th century, all of France's great present day ports were in existence. Ships composing today's modern French merchant marine have an average age of nine years.

The country began its history as a separate nation by decree of the 843 treaty of Verdun which divided France, Germany and Italy among Charlemagne's grandsons. French terrain is varied and rich. The country is bordered

The maritime railroad station at Le Havre No. 6 dock is lined up alongside the dock to transport passengers and freight to Paris and other points.



Pictures courtesy of the French Embassy Press & Information Division; 72 Fifth Avenue, New York, N. Y.



on the north by the English Channel, the North Sea, Belgium, Luxembourg and West Germany; on the east by West Germany, Switzerland, and Italy; on the south by Monaco, the Mediterranean Sea, Spain and Andorra, and on the west by the Bay of Biscay and the Atlantic Ocean.

Described as "four river basins and a plateau," except for the plain of Flanders in the north, the nation is normally almost self sufficient in basic foodstuffs and leads the world in wine products. Three of the streams flow west—the Seine to the English Channel, the Loire into the Atlantic, and the Garonne into the Bay of Biscay. The Rhone flows south into the Mediterranean.

The French people—from cosmopolitan to provincial types—are a mixture of Mediterranean, Latin, Celtic, and Germanic stock, with a tiny Semitic minority. More than 85% of the people are native born and most of these are Roman Catholic.

Education is free and compulsory for children aged 6 to 16. Of 20 Universities, the University of Paris, founded in 1150, is the oldest and largest. Military service of 16 months is compulsory with total forces numbering 560,000. Paris, the French capitol, a great seething metropolis, is historically, socially and economically the country's heartland.

Today, France is a strong member of the Common Market, and a vocal world power. Its strength has been its great peasant base and Foreign policy has been its Achilles heel. Now, poor housing and wage grievances of the working class, and labor unrest caused by price increases, pose problems for the newly elected president of the Fifth Republic, Georges Pompidou.

France ranks high in the production of iron, steel, aluminum, textiles, aircraft, automobiles, petroleum, chemicals and electrical equipment. Agricultural products include cereals, sugar, beets, flax, root crops and wine. It has the largest annual fish catch in Europe. Minerals are principally iron ore, coal, antimony, bauxite and magnesium.



Liquid methane gas port of Le Havre

Before WWI, Le Havre was a major trading center for such products as coffee, wool, and cotton. Today, oil accounts for over 87% of the incoming cargo.

The Jules Verne was the first giant tanker built in France for transporting liquefied gas. Each year it carries 14 billion cu. ft. from Algiers to Le Havre—roughly 400,000 tons of fuel.

Exports include chemicals, machinery and spare parts, perfumes, textiles, cars and loose sugars. Among the imports are undressed timber, cotton, fruit, and oil seeds.

Behind over five miles of piers at Le Havre are more than 25 miles of quays equipped with 200 cranes and 12 floating cranes, one of which is a 250-tonner. Warehouses on its 90 hectares of land area cover a surface of over 515,000 square meters offering cold storage, oil reservoirs and grain silos.



The «Jules VERNE» is the first big tanker for transporting liquefied natural gas to be built in France. Each year it carries 14 billion cu. ft. of gas from Algiers to Le Havre, which corresponds to roughly 400,000 tons of fuel.

Ships are maintained and repaired in seven dry docks, the largest measuring 315 meters by 38 meters, able to accommodate ships of the largest tonnages. A maritime railroad station parallels No. 6 dock to facilitate transportation of freight and passengers to Paris and other points.

Traffic is made independent of the fog by an efficient radar network. Within an hour of arrival in the roads, either by day or night, six days a week, vessels come alongside to load or unload, even during low tide or springs. On Sunday, only liner and perishable cargo operations are assured. Le Havre is known as a port with a fast turn-around. Its annual traffic is expected to total over 30 million tons in the near future.

Strong ties bind French and American affairs and attitudes—seemingly irrevocably. These stem from the beloved Statue of Liberty, designed by Frenchman Bartholdi and presented to the U. S. by the Franco-American Union to commemorate the centennial of American Independence, to the memory of over one-and-a-half million American lives lost on French soil during World Wars I and II—as well as the ribbons of essential passenger, freight and political traffic linking the two countries across the Atlantic like cabled belt lines of steel.

Le Havre port, the "harbor of grace and shelter," no longer exudes the aura of tranquility which instigated its naming. Inroads made by modern demands have turned it into an efficient treadmill of productivity. Yet vessels putting in at Le Havre harbor are still sheltered from the raging elements of the North Atlantic.



# 15 Years for Mamie...



In the beginning, 15 years ago, the chief finance officer of the Ports Authority had two persons in his office: one, a steno-clerk, and the other an accounting clerk. The accounting clerk was Mrs. Mamie N. Bryan. At that time the capital investment of the Authority amounted to \$7,500,000, employees totaled about 40, two or three ships called at the docks per month, financial records were kept by hand in pen and ink. All that was missing was the elastic arm bands, green eye shades and high-top desks, although these two girls would have been attractive with those. In those early days, the press of work was not great and there was a laughing agreement that the girls worked in the morning and manicured their nails in the afternoon.

On June 30, 1969, Mrs. Bryan retired after more than 15 years employment with the Ports Authority. During that time the Ports Authority grew swiftly with capital investment of approximately \$40,000,000 and

an average of 90 or more vessels calling per month. Employment had increased to 400. Mrs. Bryan, with her strong capabilities, had risen to the position of Assistant Comptroller for the Ports Authority and was responsible for the supervision of 13 people. From the days of the hand-kept ledgers, she saw the force of progress move the Authority's financial record keeping from hand-kept records to simple accounting machines to sophisticated electronic accounting machines with data processing abilities. No time was left for manicures.

"The moving finger writes and having writ moves on." Mrs. Bryan will be greatly missed by her immediate associates in the Comptroller's office and by many others in the maritime activity of North Carolina's ports. To her we wish a long and happy retirement. (Editor's note: Her boss wrote this however the other 3 offices of the Ports Authority join in the fond farewells with equal affection)



# STEVE RETIRED



Alderman Joseph Myatt Presenting the key to the city of Savannah to Colonel Stephen S. Koszewski

On September 1st Stephen Koszewski will retire from the service of the North Carolina Ports Authority after 14.5 years.

We thought it might go well to honor "Steve" on the eve of his retirement by presenting these flashbacks into his personal career before he became a hardworking, ever present, salesman for the North Carolina State Ports.

Here is what a former student and friend had to say about him on a special occasion this past June:

*In September 1936 my parents were thoughtful enough to enroll me in Benedictine Military School. There it was my good fortune to find the Professor of Military Science and Tactics (the Commandant) to be one Captain Stephen S. Koszewski, U. S. Army.*

Captain Koszewski was a proud man—proud to be an American—proud to be serving his country—proud to have the opportunity to mould the characters, careers and lives of young men in the R.O.T.C. Program.

*His pride was contagious—we all caught it. In a very short time he moulded his Cadet Battalion into one of the*

*finest military units in any school in the country. We were the finest around when it came to marching, but this was not Captain Koszewski's main objective. He could foresee the coming of World War II and he wanted his cadets trained in the art of combat. He set this to be his primary task. Like everything else he has ever done, he did it well, and a few years later "Koszewski Trained Cadets" entered the army and, because they were well trained, became combat leaders on all fronts. Today most of us feel that we owe our lives to a man named Koszewski—for it was his training that brought us through combat.*

Captain Koszewski is now known to us as Colonel Koszewski. On June 19, 1969, 30 years after he left Benedictine, Colonel Koszewski was the honored guest at our annual Alumni Dance. At this affair, Colonel Koszewski was awarded the Benedictine Medal of Honor for his outstanding contribution to the school and a plaque from his cadets of 1935-1939 for his leadership and inspiration.

In his honor, the "Stephen S. Koszewski Award of Honor" was established. This award will be presented annually to an outstanding alumnus for loyalty, service and devotion to Benedictine Military School, and Colonel Koszewski will be permanently identified in the affairs and history of the school.

He is loved, honored and admired by so many of us, that you might say that Savannah's favorite "citizen" lives in Charlotte, North Carolina.

"Captain Kelly", we love you!

John B. Hohenstein, Jr.  
President  
HOHENSTEIN SHIPPING COMPANY  
Savannah, Georgia



Father Aelred Beck, Headmaster of Benedictine Military School Presenting Benedictine Medal of Honor to Colonel Stephen S. Koszewski.



# DOWN THE HISTORYLAND TRAIL

by  
(Mrs.) Elizabeth W. Wilborn  
Staff Historian, Division of  
Historic Sites, State Department  
of Archives and History

## Murfreesboro King's Landing



"The Columns,"  
Chowan College,  
Murfreesboro

There is absolutely nothing in Murfreesboro to remind one of the magnolias and moonlight associated with the novelist's version of a sleepy southern river-port, graced by old houses with shapely piazzas on which lovely southern belles recline in hammocks. Nothing, that is, except the magnolias, the river, the houses, the shady porches, and of course, the southern belle (who most likely is a co-ed at Chowan College).

The historic town of Murfreesboro, settled in the 1700's, was named for William Murfree, who gave the land on which the town was built. Once much of the Hertford County area was inhabited by the Meherrin, Nottaway, and Chowanoke Indians. Today only scattered artifacts remain to indicate their townsites. The

Murfrees and other settlers helped establish a brisk trade at Murfree's Landing, where the presence of an inspector for the Crown made the port a "king's landing." During the eighteenth and nineteenth centuries sailing vessels brought goods from New England, the West Indies, and Europe. When they left port they were burdened with the plentiful naval stores, for which North Carolina became famous, and local agricultural products.

Some of the New Englanders boarded their vessels and settled their families in Murfreesboro and neighboring towns. Their "hallmarks" are to be found in the houses they built, for many combine "Yankee" and southern architectural features. Fourteen of the



houses are standing in the historic district of Murfreesboro. Some of the houses are rapidly deteriorating; others sparkle with fresh paint.

There are six restorations in progress currently; one of them is under the direction of the Murfreesboro Historical Association, Inc. and the Historic Murfreesboro Commission. Most of the preservation effort is private but the entire area is involved in the William Rea Store project. Built in 1790, the store is thought to be one of the oldest commercial buildings in the state. Utilizing locally made brick, laid in Flemish bond, the Rea Store is located in the designated, and zoned twelve-block historic district. The store was given to the Association, which plans an adaptive use for the structure.

One of the most famous citizens of Hertford County was Dr. Richard J. Gatling, inventor of the Gatling gun. Richard Jordan was one of several Gatlings who exhibited a remarkable talent for inventing. James Henry Gatling invented a wonderful flying machine (which actually flew) at least twenty-five years before the Wright brothers made their historic flight in 1903. The Gatlings were born and lived near the Village of Como. Another noted American, Dr. Walter Reed, who conquered yellow fever, lived for a time in Murfreesboro and married a local girl.

There are at least seventy-five historic properties in the Murfreesboro area; a number of them are for sale at reasonable prices. An ad in the April, 1969, *Preservation News* read:

. . . Reasonably priced 18th and 19th century brick and frame properties avail-

able for restoration in 18th century river-port. Outstanding restoration program now in progress. . . .

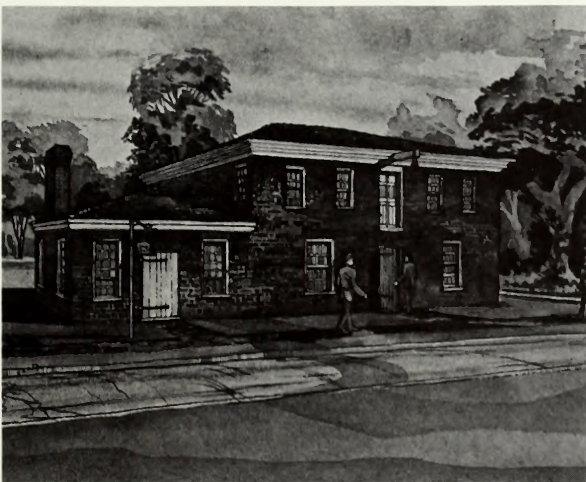
Already there has been response to this and other advertisements. There are many reasons why this eastern Carolina town is appealing—Chowan College is one of them. Founded in 1848 this two-year co-educational school has one of the most beautiful campuses in the south. One outstanding feature is the graphic arts program, with courses in the mechanical production of newspapers and commercial printing. Linotype, Teletypesetter, offset, and letterpress methods are taught with related courses in design and layout.

College-connected citizens have joined in the effort to preserve the early atmosphere of Murfreesboro. The plan for preservation includes adaptive uses of restored buildings. The enthusiasm of the homeowners reached its zenith in April when Historic Murfreesboro Week was observed. Five private homes were opened and the local garden club sponsored a flower show.

Guitarist Bunyan Webb, then the musician in residence at North Carolina State University, and his wife Susan, who plays the horspichord, were featured on the fine arts program. Teas, tours, speeches, and banquets made a memorable week for visitors.

In case the urge to preserve or restore is overwhelming, inquiries may be addressed to the Murfreesboro Historical Association, Inc., Murfreesboro, North Carolina 27855.

### The William Rea Store, historic district, Murfreesboro



Artist's view after restoration



Photograph before restoration





# North Carolina Goes Selling

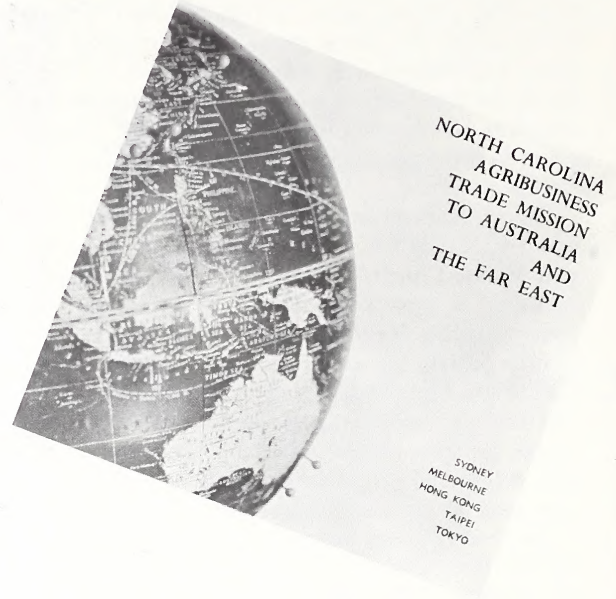
## ROBERT W. SCOTT

Governor of North Carolina

It is a profound pleasure for me as Governor to introduce to you the members of the North Carolina Agribusiness Trade Mission to Australia and the Far East. Trade missions have become a part of our State's development since 1959, and currently North Carolina ranks 10th in the United States in annual volume of exports.

These distinguished businessmen come to describe their products and to investigate business transactions that should prove profitable to both of you. Similarly, our State has been the scene of rapid industrial growth during the past few years with many foreign companies establishing successful operations in North Carolina. Therefore, the Mission members will be pleased to discuss with you the many advantages of investing in North Carolina.

I extend to you my personal best wishes.



Mr. Ronald E. McCowen



Mr. E. E. Lee, Jr.



Mr. Robert E. Leak



Mr. F. D. Frissell, Jr.



Mr. James A. Graham



Mr. Adrian L. Shuford, Jr.



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Mr. A. J. Haynes



Mr. Hugh G. Chatham, II



Mr. Albert Adams



Mr. A. B. Brannock



Mr. F. B. Fishburne, Sr.



Mr. L. R. Clark



Mr. Robert E. Pomeranz













# People keep bumping into North America.

On their way somewhere else. Like Asia.

And for a long time people looked for a short cut: a Northwest Passage to the Orient that would provide a direct route between Europe and Asia.

But no luck. Till now.

Experts are predicting that soon the Northwest Passage will no longer be just a dream. With the advent of sophisticated forms of containerization, it may soon be economically feasible to ship goods in Asian-European trade directly across the United States.

Which is good news for the North Carolina ports of Wilmington and Morehead City. These ports are closer by land to most of the Pacific

Coast than many other deepwater ports on the Atlantic.

And these ports are ideally suited to exploit the "land bridge" concept. Modern dock-side facilities. Excellent rail connections. Low pilferage and breakage. Fast turnaround. Plenty of storage space.

In the meantime, remember: Wilmington and Morehead City are closer to most midwestern markets than other eastern ports.

When you're ready to open the Northwest Passage, we're ready, too.

## North Carolina Ports







# o The Orient And Down Under

## ITINERARY

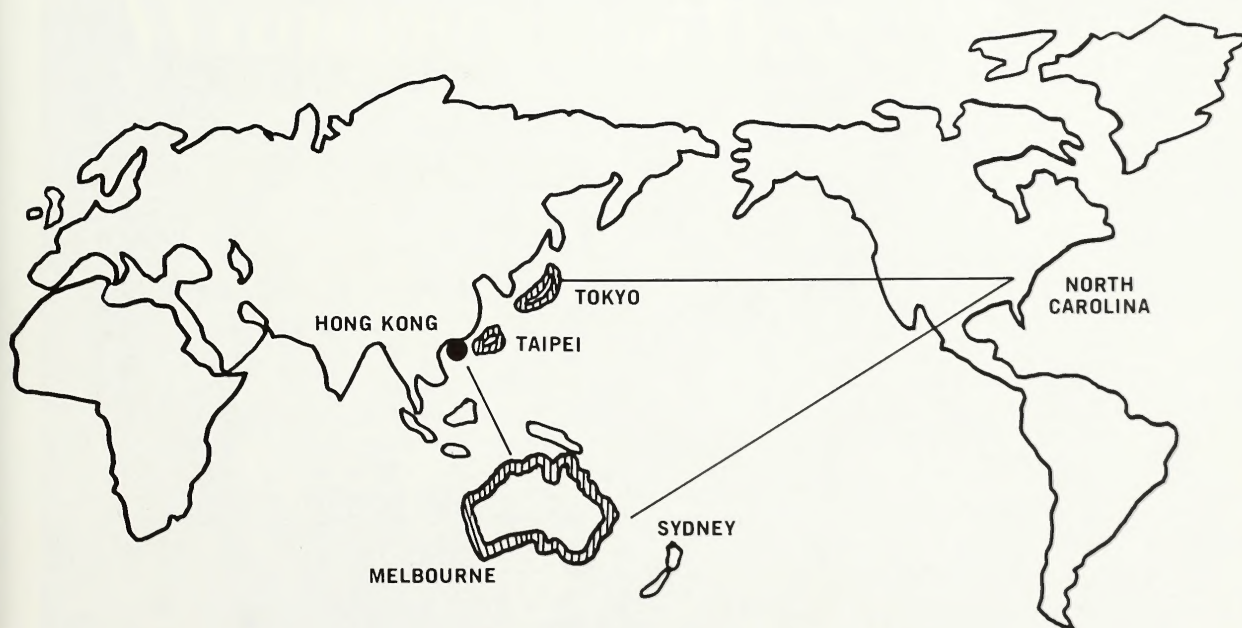
The North Carolina Department of Conservation & Development, working through its Export Coordinator, Mr. Ron McCowen, has organized an Agri-Business Mission to Australia and the Far East. The coordination of this trip has been spectacular and proves once again that with cooperating agencies such as the N. C. Department of Agriculture, the U. S. Department of Commerce, the Regional Export Expansion Council and the Ports Authority that North Carolinians can do most anything.

The reception in Japan will be most cordial and they expect to be able to see and talk to some of the high level Japanese industrialists who came to this country earlier in the spring. At that time the Japanese received a cordial invitation to visit North Carolina, and also received gifts from Governor Scott and the North Carolina State Ports Authority.

Appointments with Mission members may be arranged through the U. S. Consulate General in Sydney, Melbourne, Hong Kong, and through the U. S. Embassy in Taipei and Tokyo.

Sydney  
Melbourne  
Hong Kong  
Taipei  
Tokyo

August	24-27
August	28-31
September	1-3
September	4-7
September	8-11





## Hatteras Yacht Begins Construction of Second Plant at New Bern, N. C.

PITTSBURGH, Pa., August 4, 1969—Hatteras Yacht Division of North American Rockwell Corporation (NR) has begun construction of a second major plant at Hatteras' 95-acre manufacturing site at New Bern, N. C., Joseph W. Selden, president of NR's Industrial & Marine Divisions, announced today.

The new plant will provide approximately 90,000 square ft. of additional space for production of large yachts and commercial vessels in the Hatteras line, Selden said.

"This new Plant will contain the most modern production equipment and layout anywhere in the world for the manufacture of large fiberglass vessels," the NR executive said.

"Completion of the new facility in early 1970 will double Hatteras' production capacity," Selden explained. "The new plant will be used for manufacture of fiberglass vessels of 50 ft. and over in length."

The first New Bern plant, which began operation earlier this year, is used for construction of 53 and 58 ft. yachts and the new Hatteras 74 ft. fiberglass fishing trawler.

The Hatteras trawler, first production fiberglass vessel in the history of the U. S. fishing industry, "is expected to help rejuvenate the U. S. fishing fleet by improving its competitive position in the world's fishing market," Selden added.

Hatteras' plant at the division's headquarters in High Point, N. C. will continue to operate at full capacity in the manufacture of fiberglass yachts 31 to 50 feet long, Selden added.

The 29th largest industrial corporation in the United States, North American Rockwell is engaged in 19 related engineering and manufacturing businesses. It has major strengths in research and development, aerospace and commercial products, systems engineering and a growing position in a number of the emerging industries.

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*with*  
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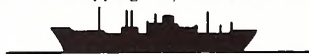
GENERAL AGENTS

New York—17 Battery Place

Cleveland—Tri-Coast Shipping Co., Illuminating Bldg.

Chicago—Tri-Coast Shipping Co., 333 N. Michigan Ave.

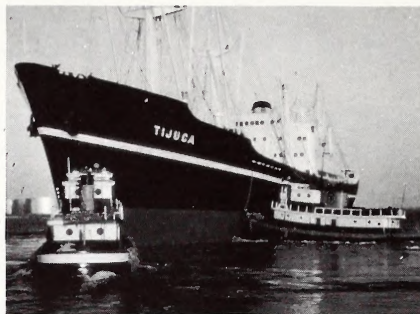
Detroit—Tri-Coast Shipping Co., 1814 First Federal Bldg.



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## N. C. TRAVEL COUNCIL REPORT



PITTMAN L. FISHER JR. of Fairmont has recently been employed by the North Carolina State Ports Authority as assistant comptroller.

He was formerly employed by Douglas & Associates, CPA, of Lumberton, and succeeds Mrs. Mamie N. Bryan who retired June 30 after 15 years of SPA service.

Fisher is married to the former Charlene Ritchey of Lexington, Ky. They are parents of a daughter.

In April the Travel Council of North Carolina, Inc., which is a private group not associated with state government except in a cooperative way and whose principal purpose is to promote travel and trade in North Carolina, sent L. C. Bruce, Public Relations Director for the State Ports Authority, on a speaking tour in Kentucky.

Bruce showed slides of the seacoast, the port terminals and other interesting places to visit in North Carolina. Overflow crowds were present in Frankfort, Kentucky and Louisville, Kentucky on successive days. The Louisville Luncheon was attended by some five hundred members of the Rotary Club and their guests. Most of the slides were furnished by Hugh Morton, world famed photographer and a member of the Travel Council.

Bruce reported that post-meeting comment brought forth many visitors and business connections with North Carolina background, particularly in Louisville. He has, therefore, recommended that the Travel Council sponsor a tour of the Ohio Valley in the Spring of 1970. It will be a similar tour to the one sponsored by the Travel Council to Florida in 1967, at which time Florida rose from fifth to third in the number of visitors furnished North Carolina during the regular season.

The above photo shows a public service billboard in Fort Lauderdale, Fla. which is the result of the cooperation of the Travel Council of North Carolina and the outdoor advertising industry, specifically, The Lamar Dean Company, of which James Griffin of Raleigh is a Vice-President. The printing costs of these billboards are borne by the Travel Council. The display costs are borne by the outdoor advertising industry.



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## CANNING, PRESERVING FOODS

*Spain*—All classes of canned foods.

## BROAD WOVEN FABRIC MILLS, COTTON

*Germany*—One hundred per cent undyed, unbleached cotton fabric remnants, one to ten yards, such as poplin, sheeting, contour blocks for production of polishing discs, wheels.

## YARN, THREAD MILLS, PRODUCTS

*Germany*—Yarns of all types for weaving, knitting mills, hosiery manufacturers; monofilament nylon sewing thread.

## TEXTILE GOODS

*Spain*—Textile wastes, rugs.

## MEN'S, YOUTHS', BOYS' FURNISHINGS, WORK CLOTHING

*Malawi*—All types of shirts, jeans, slacks, sport jackets; inexpensive grades.

## AGRICULTURAL CHEMICALS

*Austria*—Fertilizer of all kinds.

## CUTLERY, HAND TOOLS, GENERAL HARDWARE

*Sweden*—Builders' hardware, such as door handles, knobs, hinges, other related items.

## METALWORKING MACHINERY

*Korea*—Automobile maintenance equipment; auto-lite, garage jacks, tire gauges, timing light tester, plug tester, lathes, car washer, boring machine, auto greasers, valve refacers, offset wrenches, adjustable wrenches, gear pullers, hydraulic press, air compressor, engine scope.

## SPECIAL INDUSTRY MACHINERY

*Germany*—Textile machinery, looms, Jacquard loom attachments, dobby cards, electronic yarn cleaners, other newly developed textile machinery.

## SERVICE INDUSTRY MACHINES

*Germany*—Coin-operated laundry machines, in particular driers.

## SURGICAL, MEDICAL, DENTAL INSTRUMENTS

*Malawi*—Medical, surgical testing papers for urine, blood, etc.

## TOYS, AMUSEMENT, SPORTING GOODS

*Germany*—Fishing tackle, equipment, all types of fishing rods, fishing reels, fish hooks, casting plugs, spinners, and spoons; flies, lures and similar artificial baits.

*Israel*—All ranges of athletic, gymnastic equipment (specifically trampolines and balancers) for stadiums, sport halls, schools.

## GRAIN MILL PRODUCTS

*Malawi*—Wholegrain wheat flour for baking in packs of 100, 140 lb.

## PLASTIC PRODUCTS

*France*—Pre-packaging and packaging materials for utilization in supermarkets for fruits, other food products, such as extensible polyethylene PVC film, transparent plastic in rolls and sheets of various sizes and gauges; roll drumliners, spools and up-to-date snap-off systems designed for prompt, easy dispensing.

## FABRICATED STRUCTURAL METAL PRODUCTS

*Honduras*—Tubular steel poles, steel towers.

## INSTRUMENTS FOR MEASURING, CONTROLLING, INDICATING PHYSICAL CHARACTERISTICS

*Canada*—Dynamometers, fatigue testing machines, geiger counters, humidity instruments, laboratory scales.

**1969 Export Control Regulations Now Available**—The 1969 "Department of Commerce Export Control Regulations", effective June 1, 1969, are now available from the Greensboro Field Office at a price of \$12.00.

These regulations replace the former Comprehensive Export Schedule and this new publication has been simplified and reorganized.

These regulations will be supplemented by "Export Control Bulletins" which were previously titled "Current Export Bulletins".

No regulatory changes in export control procedures are listed in the 1969 regulations, but the Blanket License Procedure has been eliminated.

**All Canada's Kennedy Round Tariff Reductions Now Effective**—Under provisions of Canadian budget presented to Parliament June 3, all of Canada's Kennedy Round Tariff reductions scheduled to be implemented in three (3) remaining stages up to January 1, 1972 have become immediately effective. This means that duties shown in Canadian Tariff Schedule as due to take effect January 1, 1972 are now fully in effect. The only exception is Tariff Item 19201-1- Shoeboard. This acceleration of Canadian concessions is intended to increase competition in the Canadian economy, to reduce factory and consumer costs and to combat inflation.

## INTERNATIONAL MARKETING INFORMATION SERVICE

**Country Market Surveys**—Each of these detailed and penetrating studies provide an evaluation of the nature and scope of the market for U. S. products in an individual country. Included are an outline of the country's industrial establishment, banking and finance structure and natural resource development, and descriptions of present import patterns, distribution facilities and trade practices. The market for selected commodities is analyzed.

**Exhibitors Export Market Guide**—Background data to sales throughout the world, by country and by product. Prepared in advance of trade center shows, trade fairs, and exhibitions to assist U. S. businessmen planning to participate. Provide description of markets, sales opportunities, demand for items on sale, international competition, sales approach and sales and technical requirements.

**World Markets for U. S. Exports**—A service that reviews specific products/country marketing opportunities other than those involved in commercial exhibitions. These reports are the only available tool by which a business executive can compare his own export performance to any specific market over a six-year period with that of his own industry as a whole or with that of manufacturers of the same product in other countries. Country reports 75c; commodity reports 10c.



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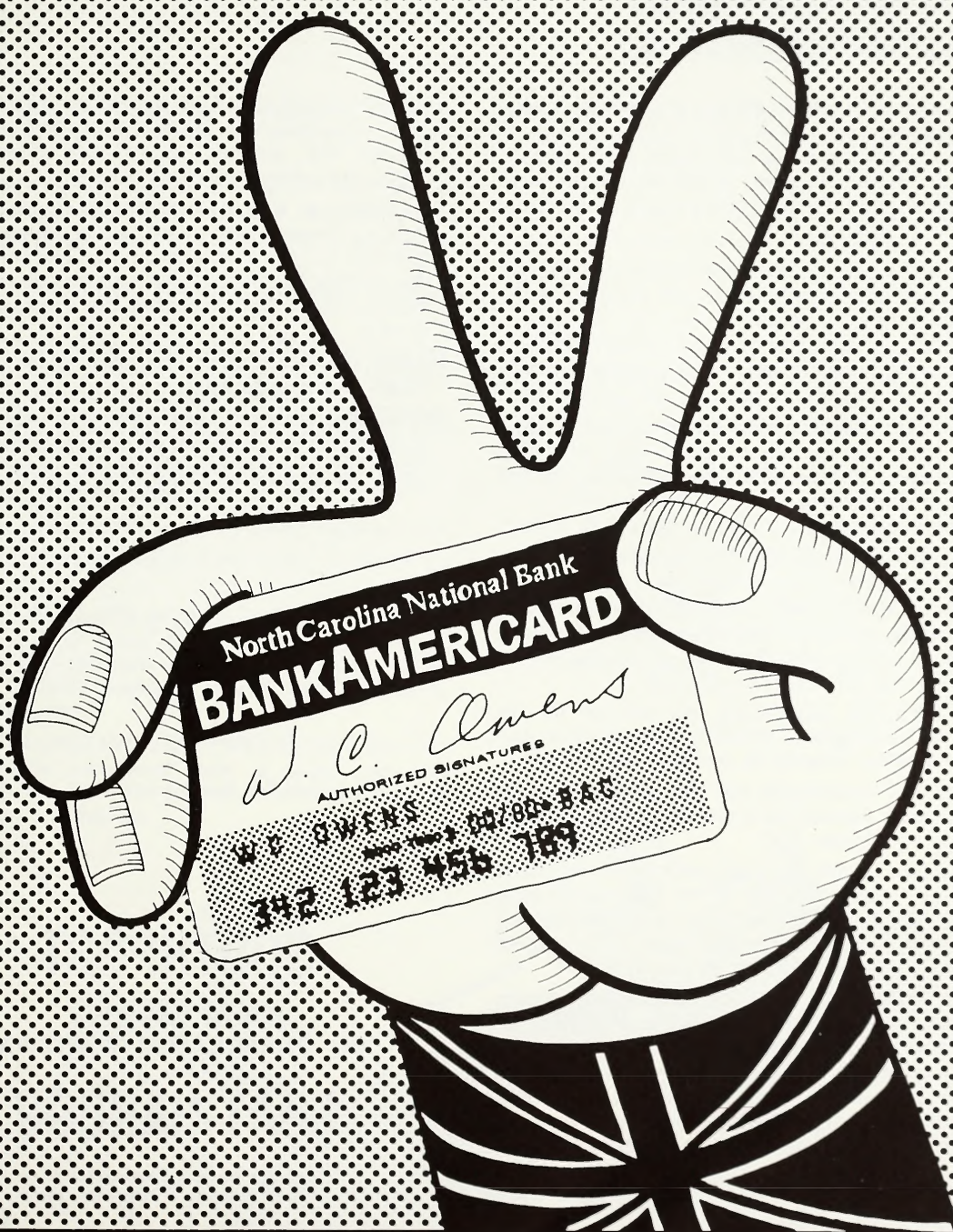
By the same token, England's Barclaycard is honored here.

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*W. H. Friederichs, Operations Manager*

## STATE PORT TERMINAL WILMINGTON

**DRY CARGO WHARF:** 3,695 feet of continuous marginal concrete wharf with wide aprons. 34 feet of water alongside at mean low water (channel project now being deepened to 38 feet) capable of working seven vessels simultaneously. Additional 1,045 ft. of wharf in 1969.

**TANKER BERTH:** T-head type with mooring dolphins, supported by tank farm and available undeveloped area.

**TRANSIT SHEDS:** Four fully-sprinklered, modern, concrete, steel, and masonry buildings total 506,000 square feet.

**OPEN BERTH:** 800 continuous feet, as well as other open areas between sheds and at ends of wharf, backed up by 15 acres of paved open storage accessible by rail or truck.

**WAREHOUSES:** 522,962 square feet, fully sprinklered. **BONDED WAREHOUSE** space available by arrangement with management.

**CARGO STORAGE SHELTER:** 273,000 square feet, open ends, concrete and steel, paved building, equipped with overhead bridge cranes and served by truck and rail access to all parts.

**U. S. CUSTOMS SERVICES:** All services for the Port of Wilmington, including Classification and Value Section, located on terminal property.

**SCALES:** Two truck scales and one railroad car scale conveniently located on terminal. Certified weighmasters on 24-hour duty.

**TRACKAGE:** Double marginal tracks with crossovers along full length of wharf apron. Depressed tracks serving rear of transit sheds and warehouses. Storage yard capacity—370 rail cars. (Four diesel switching engines operated by the terminal.)

**HEAVY EQUIPMENT:** Two 45-ton capacity gantry cranes equipped for 80-inch magnet and two or six yard bucket operations. A 75-ton gantry crane (at 70 ft. radius) can be used in tandem with either of the 45-ton cranes for lifts up to 120 tons. The larger crane is speedily convertible for fast single line lifts, magnet or bucket, as well as container cargo operations.

**CARGO HANDLING EQUIPMENT:** Forklifts of various capacities with accessories—cotton and paper clamps, etc., tractors, cargo trailers, 5-ton mobile crane, stevedore-type cargo pallets.

**LOADING & UNLOADING:** Direct discharge or loading between ship's tackle and open top railcars possible by prior arrangement. Rail and truck docks for loading and unloading at transit sheds and warehouses; ramps for easy access into sheds and warehouses.

**FUMIGATION:** Modern fumigation plant with two large vacuum chambers.

**SERVICES:** Seaboard Coast Line Railroad Company plus numerous highway motor carriers. Locally domiciled Stevedoring Companies, Ships Agents, Customs Brokers, and Freight Forwarders.

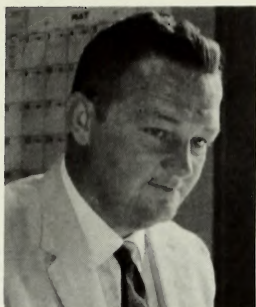
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## STATE PORT TERMINAL MOREHEAD CITY

**SHIPSIDE SITES:** Including existing rental buildings available to private enterprise for specialized purposes.

**WHARF:** Concrete and steel, 3,625 feet long 45-foot apron. Berth six 500-foot general cargo ships and one petroleum tanker. Depth 35 feet at mean low water.

**BARGE TERMINAL:** Four 300-foot berths completed 1968.

**TRANSIT SHEDS:** Three total 220,000 square feet. Two of steel, concrete and masonry, one of metal. All sprinklered with deluge systems.

**WAREHOUSES:** Seven storage warehouses, totaling 588,000 square feet, sprinklered with deluge systems. Total 30 fire segregation sections. Bonded warehouse space available.

**OPEN STORAGE:** 13 acres of paved open storage.

**SCALES:** Certified public truck scales available on terminal.

**TRACKAGE:** Double marginal tracks with crossover, full length of wharf. Single depressed track full length rear of transit sheds and warehouses. Southern Railway freight car storage yard adjacent to port property.

**CARGO HANDLING EQUIPMENT:** Fork lifts with detachable accessories such as paper and bale clamps, etc. Facilities for full palletization cargoes. Tractors and trailers.

**HEAVY EQUIPMENT:** Berths 6 and 7 have two 75-ton gantry cranes with full crane services including buckets, electromagnet, etc. Cranes may be used in tandem with 150 ton capacity.

**U. S. CUSTOMS:** A designated customs port of entry with permanent personnel assigned.

**BULK FACILITY:** 3,000,000-ton annual capacity bulk facility for receipt, conveyance, storage and shipment of bulk cargoes. Loading capacity of 3,000 tons per hour. Storage capacity 106,000 tons.

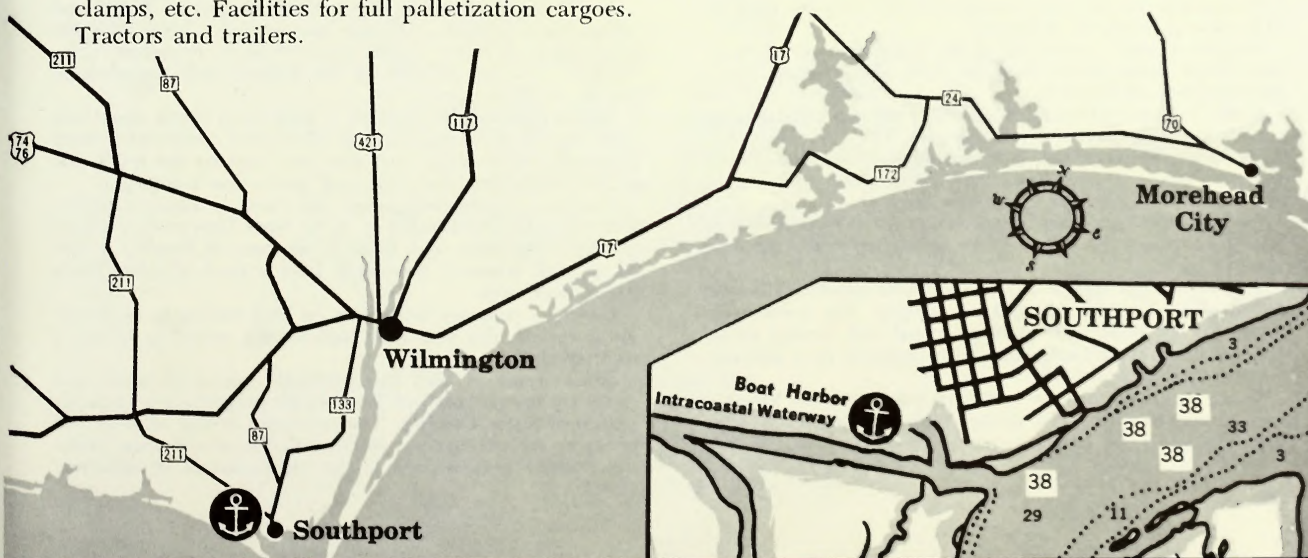
**LOADING OR UNLOADING:** Truck and rail docks for loading or unloading at transit sheds and warehouses; easy access into transit sheds and warehouses.

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**SECURITY:** Security force on duty at all times.





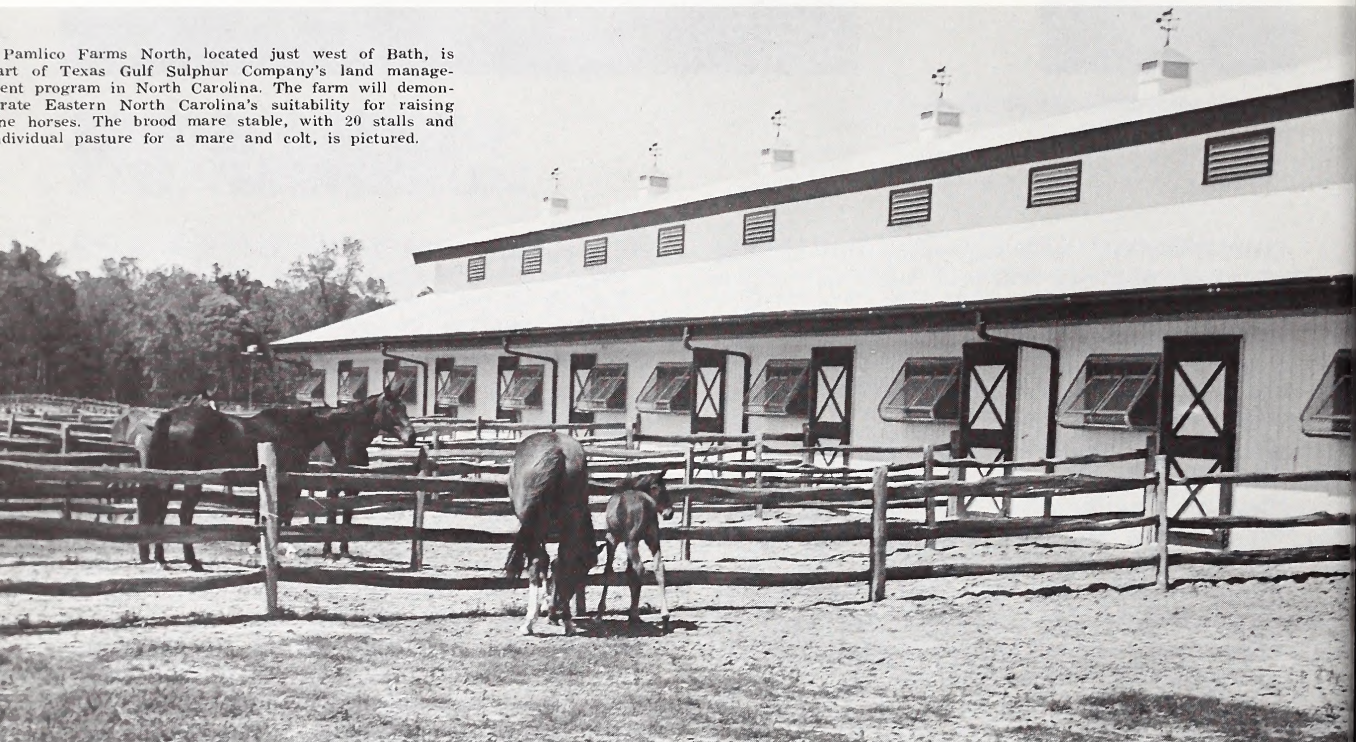
*Across the Pamlico River from its phosphate mining and processing complex, Texas Gulf Sulphur Company is developing a 600-acre horse farm as part of its land management program.*

*Texas Gulf plans to raise fine horses for show and sale. If the farm operates economically, it will demonstrate the suitability of Eastern North Carolina to raising thoroughbred horses.*

*The horse farm, Pamlico Farms North, presently has 41 horses, although land continues to be developed and barns constructed.*

# "Pamlico Farms North"

Pamlico Farms North, located just west of Bath, is part of Texas Gulf Sulphur Company's land management program in North Carolina. The farm will demonstrate Eastern North Carolina's suitability for raising fine horses. The brood mare stable, with 20 stalls and individual pasture for a mare and colt, is pictured.



Located on property west of the historic town of Bath, the farm property was formerly owned by the Beasley and Archbell families. The farm land has been drained, a two-acre pond formed, a 44-acre swamp area raised 14 feet to a suitable elevation, and graded acres of brown earth are being turned into green pastures with sowing of coastal bermuda and centipede grasses.

Farm manager Walter Vaughn, a native of Lubbock, Texas, says the stock will be grazing year round on either coastal bermuda or green wheat and oats. Vaughn has been a Texas Gulf employee for 20 years, coming to North Carolina from the TGS plant at Worland, Wyoming.

Vaughn recently moved out of the Archbell house, a three-story frame house dating from the early 18th century, into a new residence on the farm.

Under Vaughn's direction the scenic farm is becoming a top quality breeding ground for fine horses. The present herd of 41 includes four stallions, 20 brood mares (14 Thoroughbred and six German Hanoverians), and 14 yearlings and coming two-year olds. Six will be up for sale this year.

By June, 1970, the herd is expected to reach its maximum of 100 head. About 20 colts will be sold each year after next summer.

The picturesque farm is criss-crossed with standard Chestnut and five-foot high Locust split-rail fencing. The brood mare stable has 20 stalls with each mare and colt having an individual pasture. An old stallion barn, replaced by a new one, is being used as a hospital.

Other structures include a 20-stall yearling barn, Vaughn's new home, an office, feed storage barn and hay drier. Interspersed among the pastures and buildings are wooded areas

which eventually will have a 20-foot clearance between trees and be seeded with lawn grasses for beautification.

Vaughn's interest has turned the farm into a haven for wildlife as well as horses. Last winter, tons of feed were put out for deer, geese, duck and quail. Vaughn estimates there are at least 30 convey of quail on the farm.

An attack on the mosquito population is being implemented with the erection of houses for 800 Martins and a water gut being formed so the water level can be raised and lowered to kill larvae.

In developing Pamlico Farms North as part of TGS's land management program, Vaughn has worked closely with the local game protector of the State Wildlife Resources Commission and with officials of the Federal Soil Conservation Service in Washington.

Improvement of the land for a horse farm began about two years ago. It is an outgrowth of TGS's beef cattle and forestry programs which began over five years ago on the south side of the river, near the mine and production complex.

Vaughn's counterpart across the river is Hayes Gregory, formerly a faculty member at N. C. State University. Gregory manages the cattle and forestry programs at Pamlico Farms South, and hopes to eventually have a herd of 4,000 Black Angus beef cattle.

Gregory's programs have been on land waiting to be mined. He is moving this year onto land already mined to restore it to productivity.

Efficient use of land and profitable raising of horses and cattle are integral parts of Texas Gulf's program as a corporate citizen of North Carolina. The successful raising of stock will testify to the effectiveness of Texas Gulf's air and water pollution control devices used in the production of phosphate.



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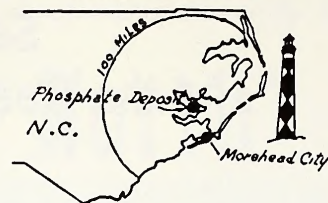


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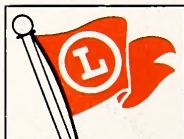
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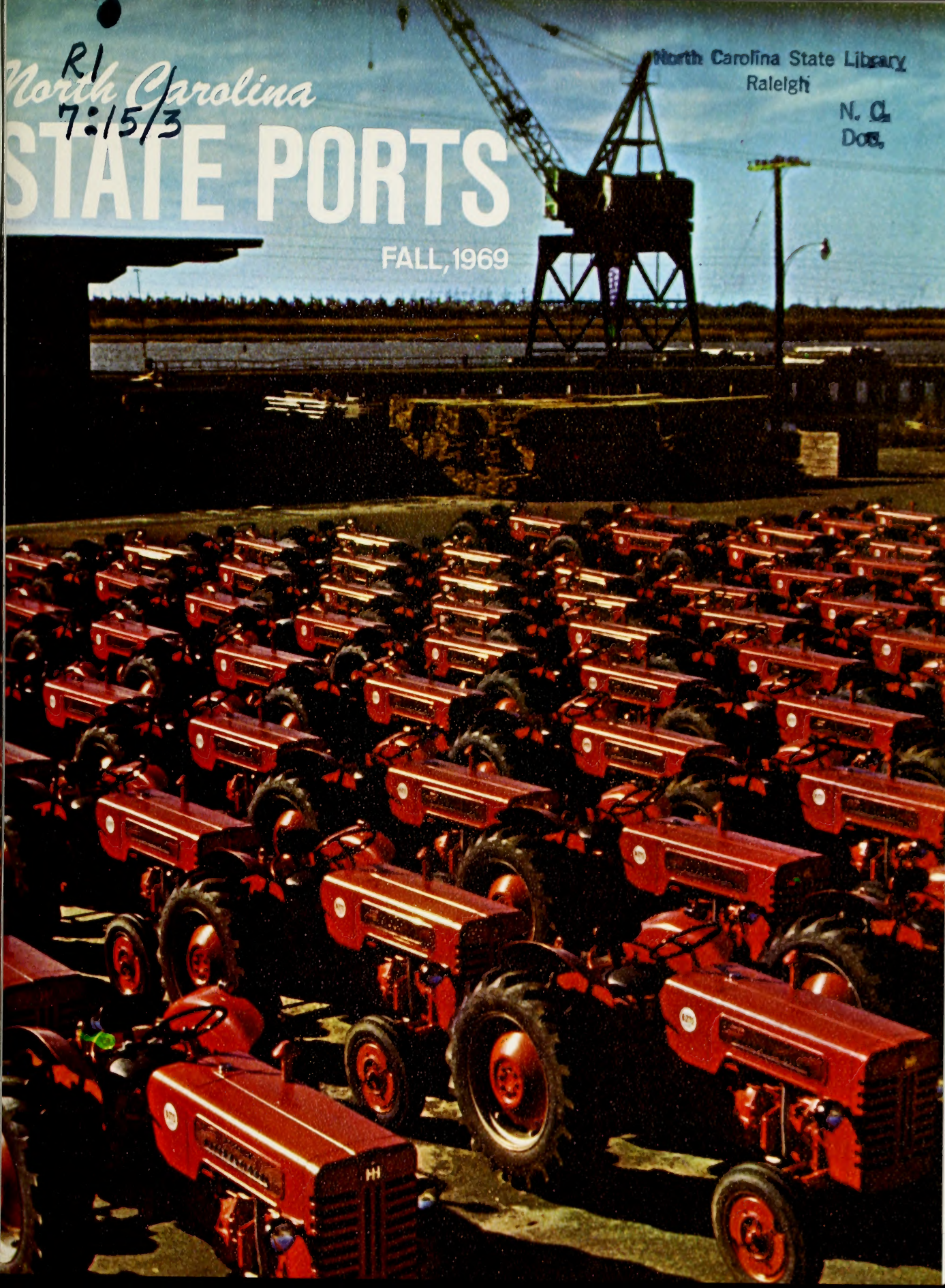


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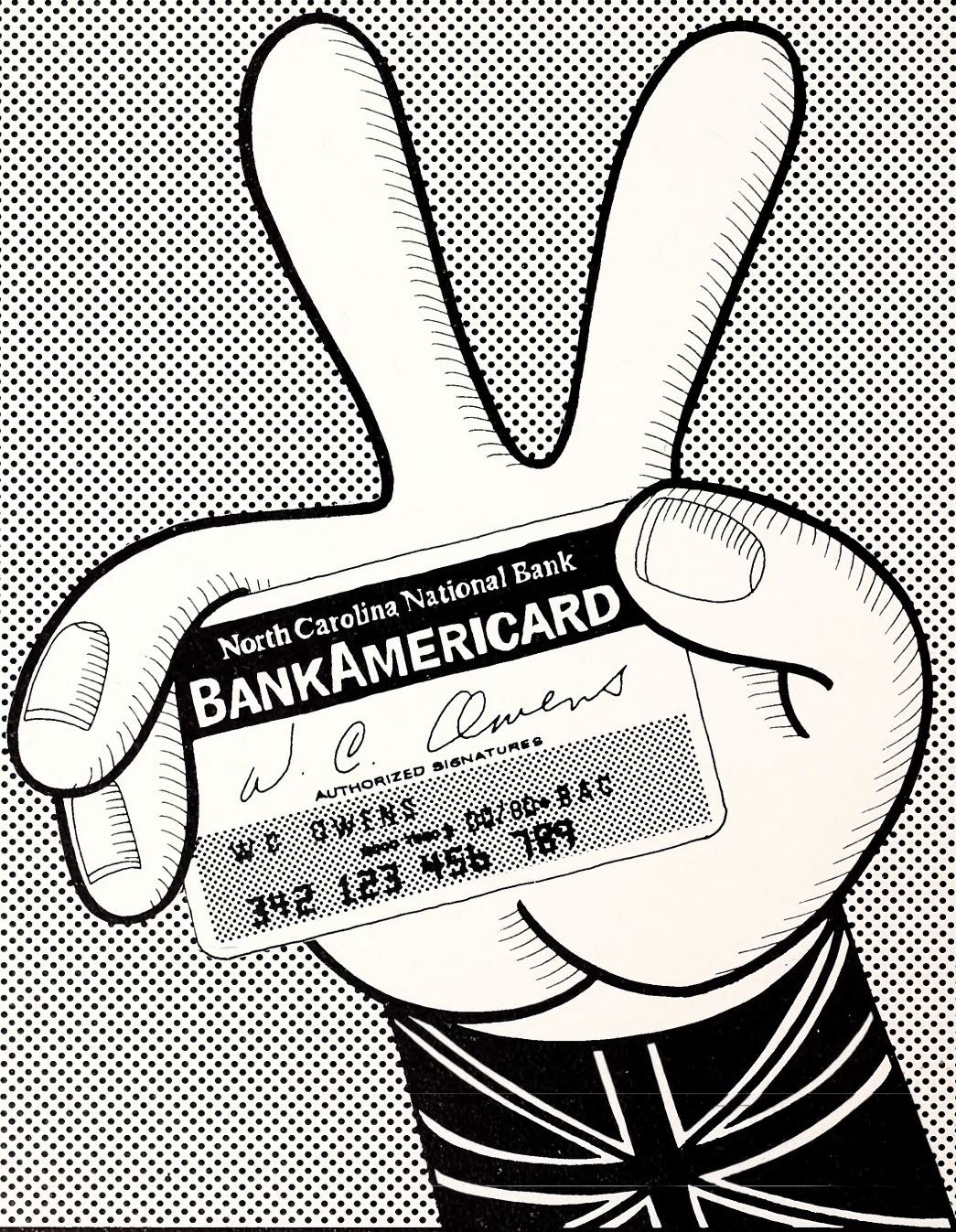
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# In Memoriam

## Dr. Christopher Crittenden

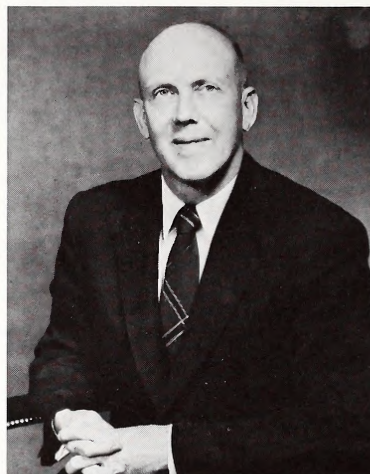
In October, 1969, North Carolina suffered a severe loss with the death of Dr. Christopher Crittenden.

Our loss was personal too, because it was "Chris" Crittenden, as he was affectionately known, who helped crystalize our abiding interest in history in the early 30's at the University at Chapel Hill.

Many words have been said for his eulogy already and I am sure there will be many more stories told about him for years to come.

We sometimes wonder if we, the people of North Carolina, realize the importance of men like "Chris" Crittenden to our general welfare. Preservation of records, historical research and publications are really necessities for planning and development of a community or a nation.

"Chris" Crittenden left an indelible mark on North Carolina. Part of that mark is the beautiful new Archives Building in Raleigh.



## INDEPENDENT GULF LINE INAUGURATES SERVICE TO WILMINGTON

The modern cargoliner M/V HILVERSUM arrived in Wilmington July 31st, commencing regular service between that city and Europe. In honor of this maiden call a reception was held aboard the Dutch flag vessel. In attendance were many prominent businessmen, as well as, Mr. E. P. Dumas of Amsterdam, Director of the Independent Gulf Line, and Mr. D. R. Netting, Sales Manager of Amerind Shipping Corporation, New York, General Agents in the U.S.A.

Speaking on board the HILVERSUM Mr. Dumas said "the fact that we have inaugurated service to Wilmington indicates the importance with which we in Europe view the growth of trade through this port both with regard to exports and imports. Europe has an almost insatiable appetite for the product of the South Atlantic states. At the same time growing industrialization and increasing population is creating a rapidly growing demand for industrial equipment and consumer products of European manufacture."

"These facts, together with the progressive attitude which prevails in the expansion and improvement of

the port and related facilities in Wilmington have been most encouraging to our efforts in providing more efficient and economical shipping services with the Independent Gulf Line."

Also attending the reception on board the M/V HILVERSUM was Mr. O. W. Waters of Waters Shipping Company, Wilmington, local agents for the Independent Gulf Line.



Reading left to right: Mr. Frank DeVries, Captain A. Hedlund, Mrs. A. Hedlund, Mr. O. W. Waters, Mr. E. E. Lee, and Mr. E. P. Dumas.



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## *North Carolina* **STATE PORTS**

**FALL ISSUE, 1969, SPA MAGAZINE**

**VOL. 15, NO. 3**

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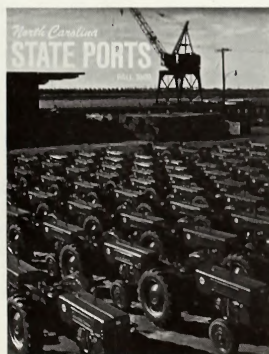
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### **IN THIS ISSUE:**

In this issue we present for the ninth time a continuing feature called "Roaming the Seven Seas with Betty Casey." The feature is being written for us by Mrs. Casey of Greenville, North Carolina. Mrs. Casey has spent many years traveling, particularly in the orient and the south seas. The ninth feature is on Beirut, Lebanon. (See Pages 8 and 9).

Photo credits should be given to: Seco, N. C. Dept. of Archives and History, Hugh Morton, Century Studios.

For information about: THE NORTH CAROLINA STATE PORTS write or call L. C. Bruce, Editor & Publisher—State Ports Magazine, P.O. Box 149, Raleigh—Published Quarterly. Telephone: (919) 829-3855.



### **COVER STORY:**

The story our cover tells this issue is an old one. The theme, of course, is the relation between Agriculture and World Commerce and Ocean Shipping. This particular photo simply highlights the importance of Port Terminals to Agriculture. It has no recent significance, but is colorful and thought-provoking. The photo itself is one of a large collection and unhappily the photographer is unknown to us.





L. to r. Boshamer, Dunn, Page, Price, Anderson are sworn in by Associate Justice Bobbitt of Supreme Court of N.C.

## PORTS AUTHORITY ELECTS NEW OFFICERS

On September 30, Governor Scott announced the appointment of five new men to the Ports Authority. They were: Henry Boshamer of Morehead City; Rye Page of Wilmington; E. G. (Andy) Anderson of Robersonville; S. W. (Syd) Dunn of Greenville; and Woodrow Price of Raleigh.

On October 21, in the old Senate Chamber of the Capitol, these men were sworn in by Lt. Gov. Pat Taylor, representing Governor Scott.

They replaced E. N. Richards of Raleigh, who had indicated a desire to step down after eight years; F. H. Ross of Charlotte, who had served seven years; and Lamar Gudger of Asheville, a three year veteran who also had asked to be relieved. In August, Kirkwood Adams of Roanoke Rapids and William Pharr of McAdenville had resigned because of election to public office in their respective communities. Ports Authority membership and elective offices are held by the Attorney General to be in conflict with the dual office holding statute of North Carolina.



Boshamer Anderson Lt. Gov. Taylor Price Page



Page Dunn Purvis Glenn Price Boshamer Bowers Weathers Anderson



Woodrow Price freshly sworn into SPA receives genuine ship's porthole assembly from Mr. & Mrs. Roy Wilder of Raleigh. Information reaching editor (grinning in background) is that C & D Chairman Gilliam Horton expedited shipment of 50 lb. gift directly from Cape Fear country near Wilmington.

The Ports Authority Annual meeting was held at 2:00 P.M. and Woodrow Price was elected Chairman to succeed Richards, L. R. Bowers of Whiteville was elected Vice Chairman to succeed W. B. Glenn, who is a tobacconist from Greenville. Bowers is a banker who was serving as Finance Chairman for the Authority. W. S. Dunn was elected Secretary succeeding Ross. Ruff A. DeVane was reappointed Assistant Secretary and Treasurer to the Authority. DeVane is a career man who is also Comptroller of the Authority. Recently the duties and responsibilities of his office were set up as the Finance Division of the Authority and he reports to the Authority through the Finance Committee. James W. Davis continues as Executive Director and Administrator over all divisions including Commerce (Development), Traffic, Engineering and Operations at Morehead City, Wilmington and Southport. L. C. Bruce continues as Administrative Assistant to the Authority and Director of Public Relations (Advertising and Promotion included) reporting directly to the Authority through the Public Relations Committee.

The Authority closed its meeting by noting the upcoming twenty-fifth anniversary of the SPA's Legislative Birthday. W. B. Glenn, Henry Boshamer, and Rye Page were appointed a supervisory committee to plan this occasion for a celebration in March 1970.

A resolution passed acknowledging the meritorious services of E. N. Richards, which reads:





N. C. Maritime Building (circa) 1965 located near terminal at Wilmington. Similar building now being planned at Morehead City.



Richards



Ross



Adams



Gudger



Pharr

**WHEREAS,** The North Carolina State Ports Authority, holding its Annual Meeting in Raleigh, North Carolina on October 21, 1969, and

**WHEREAS,** This date marks the end of the tenure of E. N. Richards of Raleigh as Chairman of the State Ports Authority, and

**WHEREAS,** E. N. Richards has served on the Ports Authority continuously since 1961, and

**WHEREAS,** In 1962 he was called upon to serve as interim Acting Executive Director for eight months of considerable crisis in Ports Authority affairs at no compensation, and

**WHEREAS,** In 1963 he was made Vice-Chairman of the Ports Authority, serving with John M. Reeves, now retired, and

**WHEREAS,** Upon the retirement of Mr. Reeves he was elevated to the post of Chairman by his peers, and

**WHEREAS,** During the eight-year period of his tenure the outstanding progress of the Authority in planning, development, expansion, promotion and public acceptance has been unprecedented, and

**WHEREAS,** During this tenure many national periodicals and many well known publications have called attention to the public of the tremendous growth in North Carolina world trade and the expansion of the ocean port terminals, and

**WHEREAS,** All these things have come to pass as a result of the leadership of E. N. Richards, and many other accomplishments too numerous to record, and

**NOW, THEREFORE, BE IT RESOLVED,** That the North Carolina Ports issue a citation of commendation for his remarkable achievements to E. N. Richards and move that this resolution be spread upon the minutes of the Ports Authority and that copies be sent to the Governor of North Carolina and the Members of the Council of State, to former Governors Terry Sanford and Dan Moore, under whom he served with distinction and that a permanent award be created to be presented to E. N. Richards in a public ceremony, the date of which may be announced later.

The North Carolina Ports thus begins a new era of growth—from \$7,500,000 investment in 1949 to approximately \$40,000,000 invested in 1969; 16 ships; less than 60,000 tons in 1952; revenues less than \$100,000.00. Last year there were 820 vessels of all classes; more than 1,000,000 tons, much of it general cargo; with operating revenues of \$3,500,000.00.

Meanwhile North Carolina industry and trade has been propelled along at a similar rate of growth and now North Carolina is thirteenth in total volume of Manufactured Export Trade among the fifty states, and fifth in Agricultural Export Trade. Thus it is said to be tenth in Total Export—Among the fifty states, a rise from fifteenth in 1960.

American Flag Vessel calls Morehead City. Note traffic in main channel in background.







N.C. State Fair—a production of the N. C. Dept. of Agriculture—background shows Carter Stadium (the home of the NCSU "Wolfpack").

# THE NORTH CAROLINA STATE FAIR

by Bob Wills

The 1969 North Carolina State Fair drew its largest paid attendance in its 102 year history during the recently completed classic. Nearly 515,000 spectators were admitted to the grounds during the 9-day Fair with 312,817 paying \$1 each. There were nearly 92,000 children 12 and under admitted free. The remainder of the total figure includes non-commercial exhibitors and off-duty workers. The Fair was considered a very successful venture in that the purpose of extending it for a three-day period was achieved. Fair officials felt that crowded conditions in the small exhibit halls was eliminated and that insurance for bad weather was at hand, although not needed this year. It was believed that the Fair drew approximately the same number of people as in recent years, but that attendance figures had been badly estimated, often over the one million mark for a 6-day run.



# UNITED STATES DEPARTMENT OF COMMERCE NEWS

Mr. Robert McLellan, Deputy Assistant Secretary of Commerce for Business Development, was the principal speaker for the Sixth Annual Meeting of the North Carolina World Trade Association. The Association's Annual Meeting was held November 6-7 at the Downtowner-Coliseum Motor Inn, Charlotte, North Carolina.

Joel B. New, Director of the Greensboro Field Office of the Department of Commerce, announced that the Regional Export Expansion Council and the Trade Association were pleased that Mr. McLellan could participate. His responsibilities in coordinating the activities of the Bureau of International Commerce permitted a first hand report on the new export promotion plans of the Department. Mr. McLellan is a native of Kearney, Nebraska. He came to the Federal administration after serving several years as Vice President of FMC Corporation. New said Mr. McLellan was the featured speaker at a banquet on the evening of November 6. He also met a joint meeting of Regional Export Councils from North and South

Carolina at Meyers Park Country Club at luncheon on that date.

The Friday morning program of the Annual Meeting included panel sessions on Export-Import Bank financing, reports on opportunities for foreign exhibition, and current reports on trade prospects in countries abroad. Officers of the Association were installed at a luncheon on the seventh. Representatives of Consulates and Commercial Sections of seven other countries participated in the two-day event.

L. C. Bruce, Director of Public Relations for the Ports Authority in Raleigh, moderated one of the panels and E. E. Lee, Director of the SPA Trade Development Division, reported on his recent trip to Hong Kong, Australia, Taiwan, and Japan. Bruce, who also represented the SPA on a two week mission to Japan in 1968, hosted representatives from abroad at this NCWTA meeting. The Ports Authority has participated in this manner in previous Trade conferences in 1963, 1965, and 1967.

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Hugh Morton, entrepreneur of Wilmington and developer of Grandfather Mountain and related enterprises in Western North Carolina is also quite a photographer winner of many awards. Here we present one of his latest photos. This is the new U. S. 74, 76, 421 Highway Bridge across the Cape Fear River North and inland of the State Port Terminal. The Terminal is in the right foreground. The new bridge with multi lanes for heavy traffic is a great new asset to highway transportation and truck traffic to the terminal and other maritime enterprises along the east bank of the river. (Exclusive photo to NCSPA.)





## BEIRUT, LEBANON

# FROM FAMED CEDARWOOD CARGO TO FREE TRADE



The American University of Beirut, located on a beautiful 75-acre campus, attracts students from over 50 countries

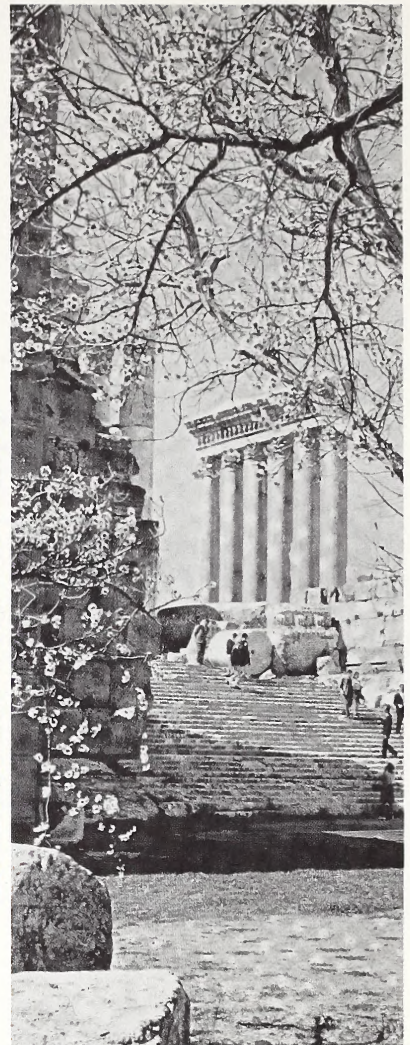
*Photo Courtesy Manoug, Beirut*

### *"Roaming the Seven Seas with Betty Casey"*

Trade plays a vital role in the life-drama of the fascinating little country of Lebanon. It always has. The handkerchief-sized, approximately 4000 square mile Biblical "land of milk and honey" turned modern, lies midway along the easternmost rim of blue Mediterranean waters in a strategic position for sea-traffic between countries of the Middle East and the Orient and Europe.

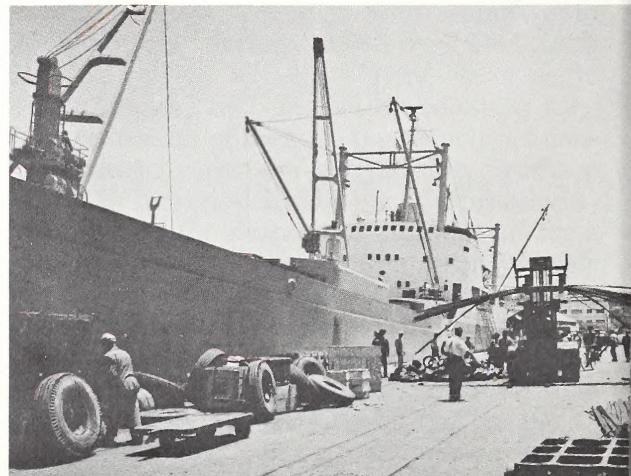
In long ago days, early mariners from Beirut, a second millenium B.C., Phoenician, commercial empire city, now the capitol, launched ships laden with cedarwood, wheat and royal purple dye to Egypt, Rome and other westerly points. Nowadays the famed ancient cedars of Lebanon have dwindled to a nearby tiny grove of only 400 trees which are zealously preserved, and other sources have edged out the dye market. Products grown in the high fertile Bekaa valley of the Lebanon mountain ridge dividing the seashore from the Syrian border include other grains, vegetables, corn, apples, mulberries, oranges, pears, nuts, cotton, olives, grapes and tobacco.

Since 1933, free transit trade has been the stock in trade for the three ship's basins of the busy modern Beirut port. It serves as a general purpose port and focal point for



At Baalbek, tourists find the ruins of ancient Roman temples

*Photo Courtesy Middle East Airlines*



Beirut's busy port serves much of the Middle East

*Photo Courtesy Manoug, Beirut*





Beirut today—a modern metropolis

*Photo Courtesy National Council of Tourism in Lebanon*

transit goods passing through Lebanon. In 1967 it handled 2,760 turnarounds of steam ships, petroleum tankers and sailboats, and served almost 100,000 passengers. Free zone trade added up to 631 thousand metric tons using 132 thousand square meters of storage space. The Lebanese economy has thrived on this strong dose of free trade.

In Lebanon, modern architecture and technology mingle in gracious harmony with ancient structures, banana plantations, orange and olive groves and beautiful crystal-clear rivers gushing from grottoes. This charming land is enjoyed not only by its almost 2½ million inhabitants, who benefit from one of the highest Middle East living standards, but also by more than 16,000 overseas tourist visitors annually and over 800,000 travelers from neighboring Syria. Over crowding in Lebanon is alleviated by the million Lebanese who ventured abroad in search of new opportunities and now make their homes overseas, especially in Brazil and the United States.

Tourism, a major foreign exchange earner, suffered a great set-back following last year's Middle East war, even though the country was not a participant in the conflict. Travelers ordinarily visiting nearby Jerusalem and the Holy Land, then stopping off in Lebanon to enjoy its excellent hotels, historical sights, cool mountains and summer resorts, have dwindled in numbers due to war time dangers and restrictions. There is a bright note in the picture however.

Archeologists are finding new attractions in Lebanon which will prove interesting to tourists. European and Arab archeologists have started a widespread series of excavations to tap the treasure trove of Lebanese history.

Wars and invasions have criss-crossed the long history of this tiny country leaving mementoes of untold worth and interest. Names like Tyre and Sidon, the temples of Baalbeck, crusader churches and castles and Islamic minarets represent a unique blend of cultures and peoples.

Among "digs" now being investigated is a cave containing prehistoric flints, the remains of a pre-Christian village and the town where the prophet Elias hid from the wrath of Queen Jezebel. Other new excavations at Fedar, between the Adonis River and Byblos (from which the Bible gets its name) north of Beirut, have turned up fossils and bones in a hillside cave dating from the Paleolithic period.

Meanwhile, the country's practice of giving high priority to the development of its human resources has served to steady its economic advance. A literacy rate of over 80%,

one of the highest anywhere, has resulted from a well developed educational system. This is accomplished through about 3,000 excellent primary, secondary and technical schools and four universities. The American University in Lebanon, dating from 1866, accommodates about 3,500 students, three quarters of whom come from the Arab world.

Lebanon's banking and insurance facilities have helped the country become a financial center for the Middle East. A stable currency (3.25 Lebanese Pounds to \$1), the unrestricted movement of gold and funds, and bank secrecy laws are factors in Lebanon's development as an important financial market. Numbered bank accounts attract foreign capital to the country.

Long established adaptability to change continues to prove advantageous to Lebanon. Closure of the Suez Canal resulted in a rise in Lebanon's sales of manufactured goods to neighboring Arab States. The country's relatively skilled labor force and good handling and distribution facilities have made it possible to capitalize on this unexpected turn of affairs. Closure of the Canal also resulted in doubling transit cargo through the Port of Beirut. Merchandise amounting to about \$300 million, of which petroleum accounts for about three quarters, passes annually in transit through the facilities.

Despite the scarcity of raw materials, Lebanon is one of the most industrialized countries in the Middle East and it continues to develop further. There is some heavy industry but light industry, such as food processing and textiles predominate. The principal products include sugar, cigarettes, beverages, cotton and wool fabrics, furniture, shoes and other leather goods, paper and silk.

Lebanon became a Republic in 1944 when it gained its freedom from the French Vichy government. During this twenty-five year period of independence, U.S. aid of \$100.4 million has been provided for Lebanon through economic loans and grants and military grants. Part of this has been repaid.

In a speech made in 1967, His Excellency Charles Helou, President of the Republic of Lebanon said, "Despite its small size and population and limited natural resources, ours is a great country. Its greatness derives from the intelligence of its people, the value of its traditions and its courage under adversity . . ."

Who can doubt that the port of Beirut will continue to serve, as it has from time immemorial, as a principal gateway to the Middle East?



# SOMERSET PLACE

## THE COLLINS PLANTATION ON LAKE PHELPS



By Elizabeth W. Wilborn, Historic Sites Researcher  
State Department of Archives and History

The mansion house on Lake Phelps for the Collins family was not built until almost a century after a development company attempted to improve this large swampy region of Washington and Tyrrell counties. A group of Halifax and Edenton men tried in the 1780's to drain the lake; similar efforts by the Lake Company to make the lake profitable were to continue for approximately thirty years. In 1816 Josiah Collins, Jr., bought the remaining shares of stock in the company at an executor's sale.

When Collins became the sole owner of the lake plantation he was free to develop a country estate. The building of Somerset Place Mansion in the 1830's climaxed this development.

The Collinses' nearest neighbor were the Pettigrews, who owned "Bonarva," and "Belgrade." Some of the most detailed accounts of the building of the mansion house are to be found in the Pettigrew family letters. There were many similarities in the farming methods used by the Collins and Pettigrews, but their social lives varied greatly.

Charles Pettigrew, though never consecrated, was first bishop-elect of the Episcopal Church of North Carolina. His rather strict interpretation of the "joys of living" differed from that of his Collins neighbors. Though each household reflected refinement and appreciation for the better things of life, the Collinses led a far more brilliant and sophisticated existence than any of the Pettigrews.

Early in January, 1830, activity at Somerset Place reached fever pitch for Josiah III and his bride, Mary Riggs of Newark, were expected to move into the Colony House. Here the young couple lived while the

mansion was being built. When the spacious house was completed it became a real gathering place for family and friends. Christmas holidays were celebrated with readings, tea-drinkings, suppers, and musicales for the enjoyment of everyone; "Southern hospitality" was extended to guests from far and near. When the Collins were at home during the winter months a reading "club" was organized; the Monday evening sessions were spent reading aloud with music and singing at interludes. Their entertainment at home was offset by trips to the fashionable watering places during the summer. When the leaves began to turn, guests and relatives returned with the Collinses for the winter season. One season was enlivened by a "Quadrille every night." The big house situated twenty feet from the canal was the center of culture for miles around.

One can imagine this idyllic existence—a comfortable home surrounded by huge cypress trees overlooking a large lake. Yet tragedy was to plague the Collins family—three of the sons died accidentally while quite young; two of the boys drowned in the canal and the other died in a riding accident.

William Pettigrew wrote, "The canal has been an unfortunate place for Mr. C.'s family." The important drainage channel and transportation system exacted an awesome toll!

As the Civil War approached, the Lake Phelps families were caught in the political crisis. Forced to refugee to Hillsborough in 1862, the Collinses were saddened while there by the death of Josiah III. After the war his sons were unable to revive the plantation and finally sold Somerset Place. By 1900 all of the Collins family had left the Lake Phelps area.



# DOWN THE HISTORYLAND TRAIL

The land has been resettled and is today a typical farm community.

The mansion House? It, too has been "saved." The Department of Conservation and Development through the Division of State Parks, has operated Pettigrew State Park, site of the Collins and Pettigrew plantation houses for several years. The park continues to be under the supervision of the above named agency, but in 1965 the mansion and immediate environs were transferred to the State Department of Archives and History. On September 6, 1969, Somerset Place State Historic Site was formally dedicated. The yellow painted house gleamed in the sunlight. Under the moss-hung trees miniskirts replaced the ruffled hoop-skirts of ante-bellum days. There were speakers and hunting and the brisk notes of a famous marching band sounded across the serene lake. No one present could have danced a quadrille! But there was laughter and joy and friendship—so where were the Collinses?



Lighting enhances the beauty of Somerset at twilight.

The Collins family was there, more than a hundred strong! With a Josiah VI and a Josiah VII and Cadwallader Jones Collins to reminisce of the days of long ago. They visited the mansion house, the Colony House, the kitchen, the ice house, the dairy, and other dependencies. Somerset Place is open to visitors on a regularly scheduled year-round basis; hostesses give guided tours. Adjacent is Pettigrew State Park and camping facilities.

The breezes blow across the lake, the sun sets, the gnarled eypress cast weird shadows across the mansion house—all is well, however, for Somerset Place is alive again.

Central hallway at the Collins' mansion.







Governor Scott Harold B. Scott F. B. Fishburne Robert Leak

In 1960 the N. C. State Ports Authority began to promote a close relationship with agriculture. This relationship has grown to be very profitable in many ways. (See cover.)

At about the same time the Wachovia Bank and its correspondent banks were sending business and agricultural leaders on trips called Agribusiness Tours. In 1963 eighty of these men went to Denmark, Holland, Germany on the first Agribusiness Tour of Europe. Former Governor Luther Hodges was then

Secretary of the U. S. Department of Commerce, but he had gained recognition earlier by a 1959 business mission to Europe as Governor of N. C. The success of this mission can be measured in many ways, including two European Industries investing in North Carolina plants, one at Charlotte and one at Morehead City. Heavily committed in the 1959 mission were members of the Ports Authority.

In 1968 another Agribusiness group from North Carolina went to Japan, participating with thirteen other states' representatives on a promotional visit sponsored by the U. S. Department of Agriculture. The Ports Authority was represented by its P.R. Director.

In 1969 the C & I Division of the Department of Conservation and Development organized a highly specialized group for an Agribusiness mission to Australia, Hong Kong, Taiwan and Japan. E. E. Lee, Director of Commerce, was representative of the Ports Authority.

On these pages is a pictorial history of some of Mr. Lee's visits on the mission and prior to take off.

His stop in Taiwan was highlighted by a visit to the China Union Lines, Ltd., whose ships are frequent visitors to N. C. Ports.

# THE RETURN OF



Lee greets former Raleigh residents in Tokyo—Mr. Itoh, new Chief of International Dept. of JMC, Mr. O-Kumada, "K" lines, and Mr. Y. Yamada, Chief Materials Section, JMC.

In Tokyo Mr. Lee visited with representatives of the Japan Monopoly Corporation formerly stationed in Raleigh.

Today, 1969, ten years after the first N. C. mission abroad, North Carolina has risen in World Trade to 10th place among the 50 states. The ports have grown from a nine million investment in 1959 to facilities at Wilmington and Morehead City with a net investment of over forty million in 1969. Over one million tons of cargo crossed the docks last year. 300 vessels from Japan, 500 vessels from other countries and our own Flag lines make calls each year at the terminals. Port terminal income has risen from \$700,000 in 1959 to \$3,500,000 in 1969.

Small wonder that Morehead City and Wilmington have become known as the fastest growing ports in eastern United States and that the advertisement and promotion programs of the terminals has received top award made by the American Association of Ports Authorities for the past three years.





SPA representative Lee pins "Tar Heel" on President C. Chao of China Union Lines Ltd. This is the home office of the Lines in Taipei.

# THE TAR HEELS

## U. S. Port Open for HK Trade

*Hongkong Standard Shipping News September 2, 1969*

A United States port executive is now in Hongkong to encourage shippers and shipping lines to call at North Carolina ports.

Mr. E. E. Lee, Jr., executive assistant and director of commerce, North Carolina State Ports Authority, will confer with representatives of shipping lines and freight forwarders on shipping cargo through North Carolina ports, Wilmington and Morehead City, in the east coast of the U. S.

Mr. Lee, Jr. who is here as member of the North Carolina trade mission to Hongkong, pointed out the Ports Authority of North Carolina is developing the shipping facilities both at Morehead City and Wilmington.

A boy and his dog are always good subjects. **Note:** When N.C. Agribusiness Mission returned, Verne Strickland of WRAL-TV in Raleigh made this photo in Hong Kong. He was official photographer.







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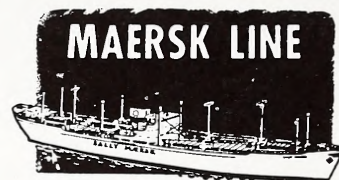
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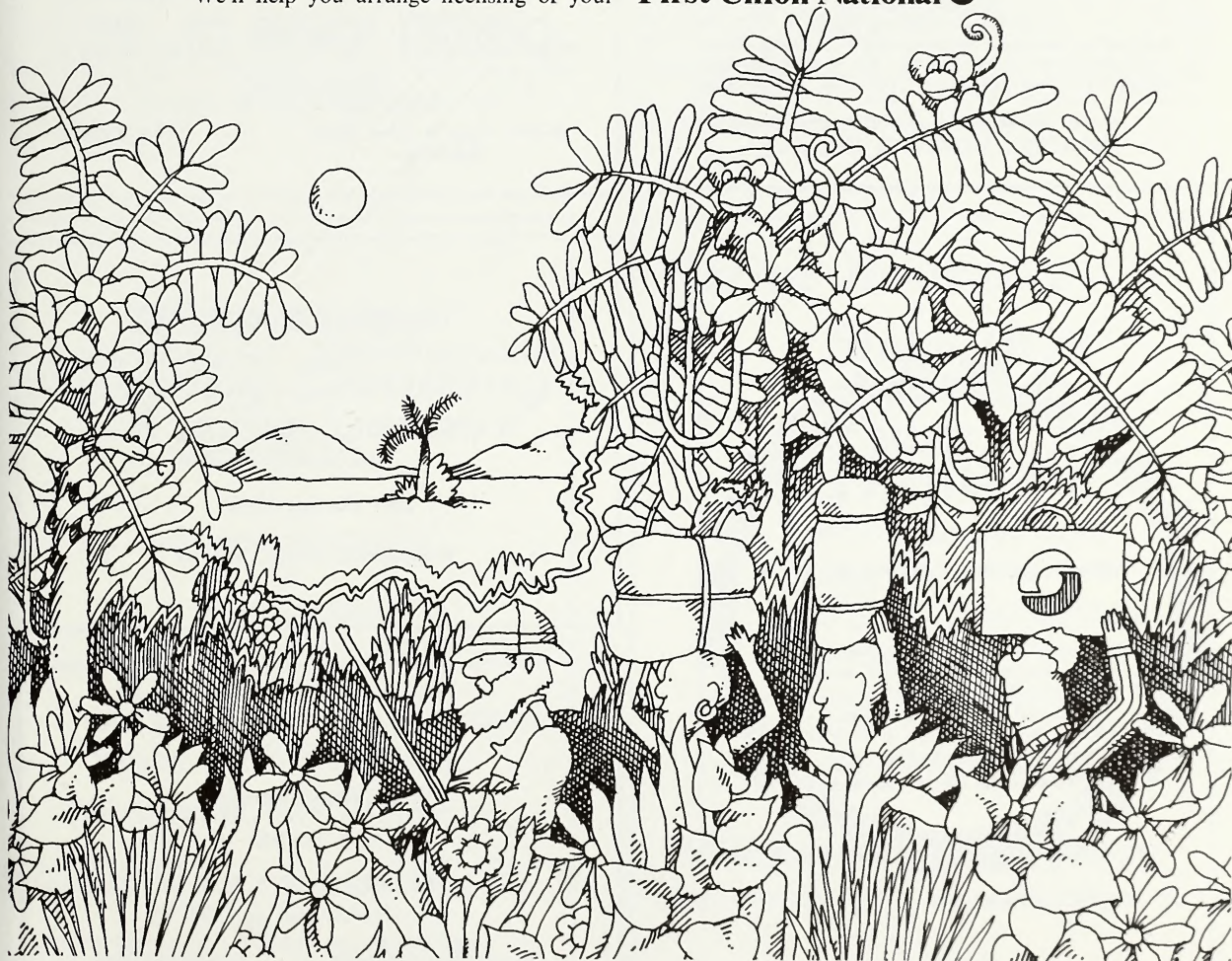


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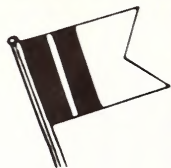
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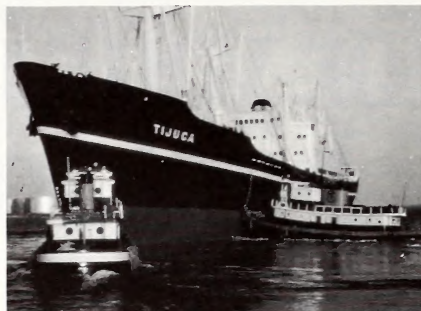
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## TRAVEL COUNCIL MEETS IN WILMINGTON

STEELE

The Travel Council of North Carolina has in its fifteen year history promoted and assisted in many events and programs helpful to the eastern or coastal plain region of North Carolina.

The Coastal Plains Regional Commission is a Tri-State Governmental Agency created under the Johnson Administration to match the Appalachia Program by promoting the under-developed areas of South Carolina, Georgia, and North Carolina Coastal regions.

So it was that the Federal Co-Chairman of the Commission, who is Fred G. Steele formerly of Durham, came to visit the Travel Council on October 27 and made the principal address at the Annual Banquet held at the Blockade Runner Motel-Hotel, near Wilmington, N. C.

Mr. Steele assured the members of the Travel Council of his interest in the travel business, sometimes called tourism by professional promoters. He, also, paid particular attention to the idea of a four lane road as proposed by a consulting firm from South Carolina

This four lane interstate type road would run from I 26 in the heartland of South Carolina to Wilmington, N. C. thus connecting the port to the Cleveland area in Ohio.



While in Wilmington, the last of three port cities he visited in the three states, Mr. Steele conferred with Colonel Dennison and his staff at U. S. Corps of Army Engineers Office. Next day accompanied by President Abel Girault of the N. C. Travel Council, he toured the N. C. State Port Terminal at Wilmington before returning to Washington, D. C.

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*Australia*—Textile mill products—finished manmade fiber, silk broadwoven fabrics made in weaving mills; specifically manmade synthetic, silk lengths in rolls for fabric trade.

## BROAD WOVEN FABRIC MILLS, WOOL

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*Israel*—Costume jewelry, costume novelties, ornaments of all materials; imitation jewelry, vanity cases, compacts, miscellaneous notions.

*Australia*—Fasteners buckles, clasps, studs, similar notions; specifically metal buckles for wearing apparel, including those covered with fabric or other material; clasps, including those used for fastening wasitband of men's trousers, and those used for fastening bikini tops at mid-back; plastic press studs for apparel; snap fasteners, sew-on and other types, for apparel.

## SPECIAL INDUSTRY MACHINERY

*Germany*—Bakery machines, other food processing machines.

## SERVICE INDUSTRY MACHINES

*Switzerland*—Household water softeners, filters, conditioners, semi-automatic, automatic.

## AT PRESS TIME



James W. Davis

The American Association of Ports adjourned its annual meeting in San Francisco this year with election of officers for the upcoming year. On Friday, October 31, it was announced that Ray S. Watts of the Port of San Francisco will move

up to the Presidency; Jan Oenes of Curacao will go to First Vice President; and George Baldwin, of Portland, Oregon, will serve as Second Vice President.

The North Carolina Ports were honored when James W. Davis was elected Third Vice President and a member of the Executive Committee. Davis, who is Executive Director for the N. C. State Ports Authority, is thereby elected to the office that will traditionally bring him to the Presidency of this North American Association of Port Directors and Officers in 1972.

There were 500 delegates in attendance representing public and private terminals.

Also the North Carolina Ports advertising program placed fourth in International competition. This is the third successive year the advertising has been among the leaders in recognition. In 1967, First Place, Domestic and overall winner in all categories; 1968, Third Place in all categories; and now Fourth in International. There were forty entries from Ports and Terminals over the North America.



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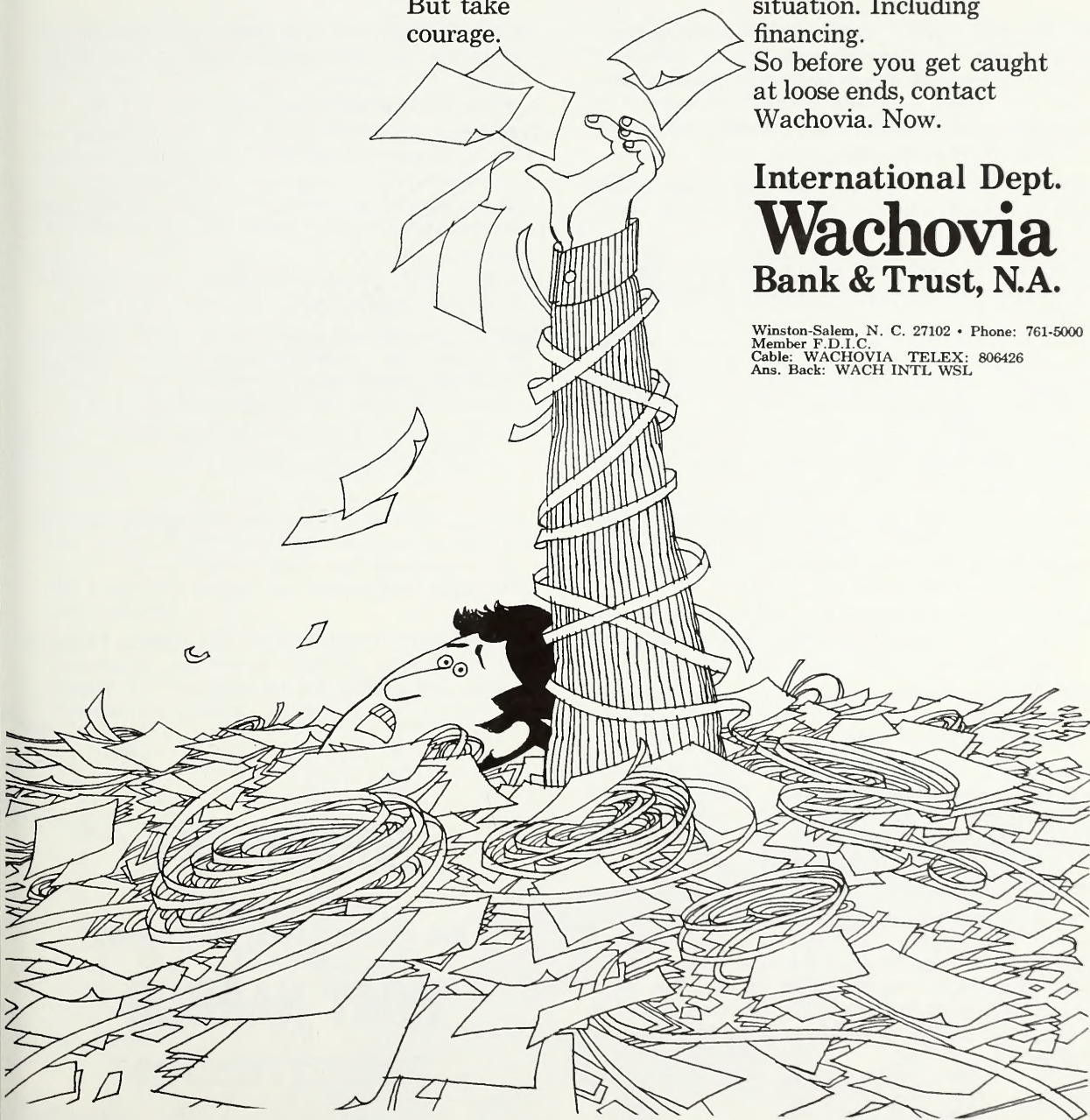
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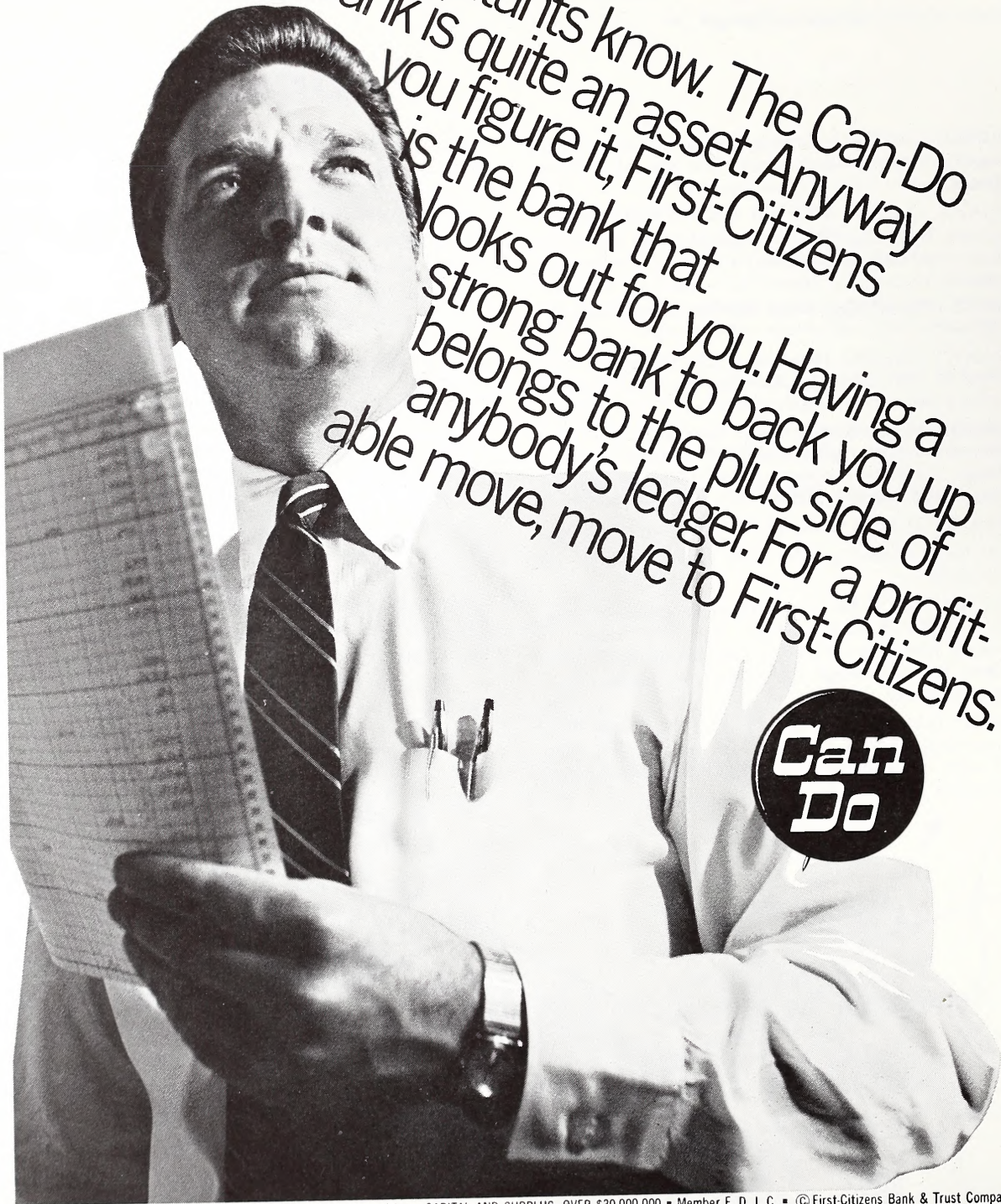
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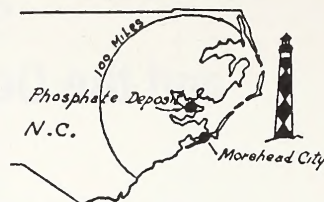


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# STATE PORTS

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## BRUCE—"Hail and Farewell" after 10 years

Dear Advertisers and Readers,

This is my last issue of 40 successive efforts for this periodical. After 10 years, I leave the Ports Authority to seek more fertile fields and more tranquil seas.

You have been great—your patronage, comments and criticisms have been most helpful. I do not mean to sound as if I am retiring from the human race. I step aside only for J. Edgar Kirk to take the helm and I hope you will stay with him.

He makes some observations of his own on the next page. His picture has appeared here many times. He has been chairman of the REEC and president of N.C.W.T.A., both organizations in which we have been closely associated.

If you should wish to correspond with me, my home address is

L. C. Bruce  
1522 Canterbury Road  
Raleigh, N. C. 27608



# The Tar Heel of The Week

## Charles R. McNeill: State Port Manager



By Roy Hardee  
Staff Writer

Charles R. McNeill, operations manager of the Morehead City state ports terminal, almost entered the medical field, but a desire to "go to sea" won out and marked a turning point in his life.

A Whiteville native whose grandfather and father had been in the drug store business in Columbus county, McNeill naturally considered a medical career.

But a stronger desire to travel the world by sea was finally realized with the start of World War II. McNeill entered the Merchant Marine Academy at Kings Point, N.Y.

His first voyage on a combat cargo ship logged 15,800 miles. His ship came under attack by submarines while off the Carolina coast. The ship was not hit but one attacking submarine was sunk in view of the convoy.

His ship was the first cargo vessel to enter Hambley after

the war. "It was totally wrecked," McNeill said.

McNeill says he still likes the sea but adds that "it's a life for a single man."

When his father became ill, McNeill left the Merchant Marine at a time when he lacked only three months before he could get his master's license. He entered a partnership with his father and his brother John, the firm trading as J. A. McNeill & Sons.

While he was in the Merchant Marine, McNeill developed his interest in painting and recorded scenes around the world. That interest, encouraged by his mother, who is also an artist, led to his job with the North Carolina Ports Authority.

North Carolina port officials first heard of McNeill when the South Carolina Ports Authority purchased some of his coastal paintings to promote the Port of Charleston. McNeill was asked to do similar work for the North Carolina ports which were undergoing many changes. His paintings began to appear on the cover of the official North Carolina ports

publication and he was hired as assistant manager at Morehead City when the port opened in 1953. He was promoted to operations manager in 1961.

McNeill has continued his interest in art and has just published a portfolio of eight paintings, "A Watercolor Tour Along the Carteret Coast." A number of his paintings will be used in a special pre-Christmas edition of Southern Living magazine.

"I still find plenty to paint," McNeill said, "but time is the big factor. I usually paint at night or on weekends."

The rapid growth of the Morehead City port has kept McNeill on the go.

Six general cargo ships and one tanker can now be handled at one time. About 100 persons are employed directly by the port. Longshoremen number up to 500 when traffic is heavy and there are also the harbor pilots, tug boat crews, customs employees and others.

"It's a changing picture with increased handling of lumber and phosphate," McNeill said. Larger lumber shipments will come in months to come, primarily from South America and West Africa. Phosphate shipments already are at the

100,000-ton-a-year goal set when the rich Beaufort County phosphate fields were first tapped.

At times it has been good to have a Scotsman like McNeill at the helm to butt heads with the many problems which develop:

"They keep popping up but we keep knocking them down. There are many new important things in the making for Morehead and the state in general.

"Morehead's port is just being discovered. More lines and endless new products are being shipped to and from the port. This port hasn't even scratched the surface yet. . . .

"Sometimes I think we are more of a weekend port but we work when there is work to be done. Since we enjoy service from both South Atlantic and North Atlantic lines, many U.S. and foreign vessels use Morehead for a liberty port."

McNeill believes growth of the Morehead area will be helped by development of deep water transportation and a marine sciences laboratory.

He said he became interested in marine science because of love of the sea and "in self-

defense." His son was interested in the subject and many of his friends are with either the Duke Marine Lab or the U.S. Bureau of Commercial Fisheries. "I was forced to learn in order to communicate," McNeill said.

McNeill is active in community and area affairs. A sailboat enthusiast, he is vice commodore of the Morehead City Yacht Club. His pride and joy is "True Core Sound Sharpie," a 21-foot sailing craft of considerable age.

McNeill has served as president of the Morehead City Rotary and Carteret County Chamber of Commerce. He is a member of the First Methodist Church, Neuse River Development Association, the county industrial council, Carteret County Marine Resources Committee and the national defense executive staff.

McNeill met his wife, the former Frances Sansbury, in Whiteville where she was employed as a medical secretary. Their daughter, Jan, is a rising senior at Meredith and 17-year-old Chuck is a senior at West Carteret High. Seven-year-old Angus completes the family.

## KIRK COMMENTS ABOUT BRUCE

It's fashionable, in this the second month of the new decade, to reflect on the "happenings" of the past ten years.

L. C. Bruce, editor of the North Carolina State Ports, is relinquishing that role with this issue.

He burst on the ports scene about ten years ago, billed as the "Savant of Siler City". The ports at that time were 15 years old and suffering from the usual problems of adolescence. . . not the least of which is identity within the family, and recognition from outsiders.

L. C., with teenage children of his own, recognized the symptoms and set out to help his adopted charges at Wilmington and Morehead City achieve the recognition they deserved. He created the North Carolina State Ports Magazine as we know it today.

An examination of these early efforts is a study in contrasts. On the one hand L. C. recognized he had two sturdy siblings. At the same time, he was perplexed on how to glamorize a pair of teenage

terminals that were growing so rapidly that it was impossible to keep them properly clothed to make them presentable for their public.

Months went by, as they inevitably will, and so furious was L. C.'s efforts to sell the merits of the ports to the public, as well as customers, he was tagged by many as the "Peripatetic One." His efforts began to pay dividends and as the ports matured, so did this publication.

Today, with a circulation in excess of 10,000, The North Carolina State Ports Magazine is considered one of the best of its kind. . . a crestomathy if you will. . . something for everyone. Thanks to L. C.'s efforts, his wards are clothed in respectability and welcomed in the public as well as private sectors.

To L. C. our thanks for making the transition a smooth one, and our best wishes for "The ubiquitous One", as he returns to private enterprise.

J. Edgar Kirk  
NORTH CAROLINA STATE PORTS



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OFFICIAL PUBLICATION



## North Carolina STATE PORTS

WINTER ISSUE, 1970 SPA MAGAZINE

VOL. 15, NO. 4

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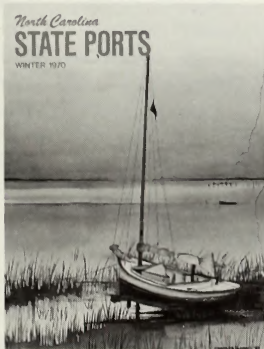
In this issue we present for the tenth time a continuing feature called "Roaming the Seven Seas with Betty Casey." The feature is being written for us by Mrs. Casey of Greenville, North Carolina. Mrs. Casey has spent many years traveling particularly in the orient and the south seas. The tenth feature is about Lisbon, Portugal. (see pages 8 and 9).

Photo credits should be given to: N. C. Dept of Archives and History, Hugh Morton, Century Studios, L. C. Bruce.

For information about: THE NORTH CAROLINA STATE PORTS write or call Edgar Kirk, Editor & Publisher—State Ports Magazine, P.O. Box 149, Raleigh—Published Quarterly. Telephone: (919) 829-3855.

### COVER STORY:

The painting is an original watercolor for SPA magazine by Charles McNeill (see opposite). The sailboat is the last of the clubfooted Core Sound Sharpies. It is an ancient rig, and formerly used in large numbers by fisherman near Morehead City. McNeill owns the rig and has named her "Idie," a nickname for his mother, Whiteville resident who used to sail from Swansboro to Morehead in a Sharpie.





# PORTS AUTHORITY / 25th Anniversary

During the week of March 21, the Ports Authority will celebrate its 25th Anniversary.

There will be an open house at Wilmington and

Morehead City plus big doings in Raleigh according to J. Edgar Kirk, P. R. Director of the SPA.

Keep tuned to your favorite news media for further details.



Left to right: Sam Boatright, Roberto Cevada, Edmunson, James H. Felts, and Cipriano Gouzalez.

## FROM MEXICO—

## TOBACCO PEOPLE

On September 16, 1969, representatives for Tabacos Mexicanos,\* S.A. de C.V. from the state of Nayarit and the town of Tepic, Mexico visited Jim Edmunson at Morehead City.

\*Tobacos Mexicanos is an affiliate of the Austin Company.





A new and interesting photo of the phosphate shipping facilities at Morehead City—Top right shows new property of SPA, acquired from Bunge Corporation and announced in September.

## N. C. MOTOR CARRIERS—

### USE OF STATE PORTS QUADRUPLES IN NINE YEARS

RALEIGH, N. C.—Truck trailer use has quadrupled at the Wilmington's N. C. State Port Terminal and tripled at Morehead City's N. C. State Port Terminal since 1961 according to a state trucking official.

J. T. Outlaw, executive vice president of the North Carolina Motor Carriers Association, released the Wilmington and Morehead City truck trailer figures today.

The State Port Terminal at Wilmington increase was 27, 634 truck-trailers in 1969 against 6,327 truck-trailers in 1961.

The Morehead City State Port Terminal used 9,327 truck-trailers in 1969 against 3,091 in 1961.

Last year's truck-trailer total of 36,961 for both State Ports Terminals almost quadrupled the 1961 total of 9,418.

"An outlook for the 1970 State Port Terminals' truck service seems optimistic and encouraging,"

NORTH CAROLINA STATE PORTS

Outlaw predicted. Although the overall truck tonnage index is down more than 7% for the last three months, it is possible to anticipate some increase in tonnage volume in SENCland because of the expanded N. C. Port services and new industries.

These totals for truck trailer use do not include the thousands of trucks used at the Sunny Point Military Ocean Terminal of the U. S. Army Headquarters located in Brunswick County, north of Southport. Tonnage for the calendar year of 1969 was over one million measured tons, of which a considerable portion was hauled by truck-trailer. Sunny Point is under the command of Col. Robert D. Reid.

Companies in the Wilmington area used thousands of truck-trailers through their individual company docks, in addition to the Wilmington State Ports terminal. These include: Almont Shipping Company, Swift & Co., International Paper, Ideal Cement, W. R. Grace & Co., Carolina Nitrogen, Diamond Alkali, American Molasses Co., and Texas Gulf Sulphur Co.; the major petroleum companies of: American, Citco, Gulf, Humble, Phillips, Pure, Shell, Sinclair, Socony, Tenneco, Texaco Travelers and Hess.

Some 160 major products were handled by truck-trailer through the ports. They include: from imports, cement, petroleum, fertilizer ma-

(continued on page 17)



# INTERCONFERENCE MEETING OF NORFOLK MARINE TERMINAL ASSOCIATION AND SOUTH ATLANTIC MARINE TERMINAL CONFERENCE



Mr. Harry C. Jackson, Traffic Director of the North Carolina State Ports Authority (Left), newly elected Vice-Chairman of the Joint Conference and Mr. Sam D. Adsit, Jr., (Right), Chairman of the Norfolk Marine Terminal Association, newly elected Chairman of the Conference.

For the first time in history, representatives of the South Atlantic Marine Terminal Conference and the Norfolk Marine Terminal Association met at the Golden Triangle Motor Hotel, Norfolk, Va. on December 16, 1969 to discuss mutual problems

that confront marine terminal operators in the fast-changing maritime industry. The effects of containerization on the movement of break bulk cargo was the principal topic of discussion, along with the common day-to-day problems of operations that affect the Marine Terminal operators.

The precedent set by this meeting by way of authorization of the Federal Maritime Commission permits the members of South Atlantic Marine Terminal Conference and Norfolk Marine Terminal Association, Acting by and through their associations, to "confer, discuss and make recommendations on rates, charges, practices and other tariff matters and on matters of concern to the Marine Terminal Industry". For many years the mutual problems were beyond discussion by the various operators until an agreement was authorized recently by the F.M.C.

Those attending the meeting were terminal operators from ports in the states of Virginia, North Carolina, South Carolina, Georgia, and Florida with the N.M.T.A. serving as host. Pictured above are Messrs. Harry C. Jackson (left) of S.A.M.T.C. and S. D. Adsit, Jr. (right) of N.M.T.A., newly elected vice-chairman and chairman respectively. Mr. Ludwell H. Huxter of N.M.T.A. was elected secretary.

Regular interconference meetings are planned for the future so that all members can be kept informed of developments in the industry.

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Mgr. Industrial Dept.  
Raleigh, Chamber of Commerce.  
(see page 8 & 9)  
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**WHAT TO WEAR:** The type of casuals and sports clothes you would wear at a golf club or beach hotel suits shipboard life perfectly. You'll need summer clothing, but you'll probably want a sweater or two because nights at sea tend to be on the cool side. Bear in mind that nylon, dacron, and orlon blends are particularly good travelers.

**WARDROBE ETIQUETTE:** There's no must about dressing for dinner, yet you may feel more festive, especially for the Captain's galas, if you don dinner attire. It is never customary to "dress" on the first or last night out, on Sunday evenings, or at the end of a full day in port. Women do not appear in the Dining Room in short shorts, and during the day they wear sweaters or jackets over halter tops. Men wear jackets in the Dining Room, and do not appear after cocktail hour sans ties. For sight-seeing: women do

not appear on the street in shorts, slacks, or low-neck dresses; nor do men go about in shorts or without jackets.

**WHAT TO PACK:** Soaps, detergents and laundry gadgets for articles you may wish to rinse out yourself; camera equipment; sun glasses; prescribed medicine and vitamin pills; binoculars; travel clock; manicure set; sewing kit; cigarette lighter; notebook for what you see and buy on shore, and for addresses of friends you'll make en route; suntan lotion.

Don't worry about a few personal items you may forget to bring along as the Tradewinds Gift Shop aboard ship stocks a wide range of personal things as well as a fine selection of gifts, many of which may be purchased at duty-free prices.

**PURCHASE ALLOWANCE:** Each member of a family, resident in the U.S., may bring into the U.S., duty free, \$100 worth of purchases made en route, including 100 cigars. One quart of alcoholic beverages may be included in the duty free allowance for each person over 21 years of age. Purchases of many items may be made at a total cost considerably below prices in the U.S. even when you combine the purchase price in Caribbean ports with

the applicable U.S. Customs duty. Consult Purser for duty on purchases over and above your duty free allowance, and for information on restricted items such as fruits, plants and pets.

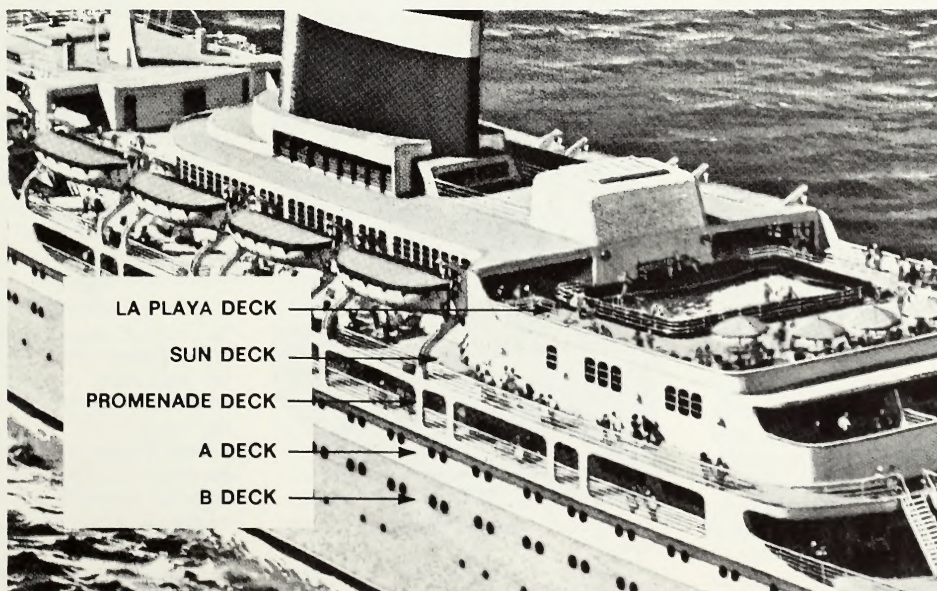
**BAGGAGE:** Each piece should be plainly marked with the tags supplied with your ticket. In checking luggage through to New York and pier, make a note of check numbers and routing—helpful if check is lost. Baggage will be accepted on the pier any day during the week of sailing. Cameras and articles of foreign make to be taken on board should be registered with the Customs Office on the pier before sailing, in order to avoid complications with Customs upon return to the U.S. Should you plan to use air transportation to the port of embarkation it is recommended that you investigate the advantages of the newly liberalized domestic airline policy on baggage.

**INSURANCE:** It is recommended that travelers take out a floater policy on baggage through their agent or a Grace Line representative. For complete coverage the policy should extend from date of departure from home to two or three days after return, for protection in case of unforeseen delay.

## S. S. SANTA PAULA—TO SAIL FROM MOREHEAD

Originally scheduled to sail from Morehead City on April 4th at the request of the North Carolina Academy of General Practice. We expect that there will be about 50 doctors and their wives from this organization and sister organizations in South Carolina and Virginia sailing on this cruise.

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Paul H. Best  
Regional Manager







Portuguese Sailfreighters

*Pictures courtesy of the Lisbon and Portuguese Propaganda and tourism department.*

## LISBOA: City of Contrasts

*"Roaming the Seven Seas  
with Betty Casey"*

Long before the present surge of popularity for folk-singing now sweeping the United States began, the nostalgic strains of ballads, called "fado", sung to the accompaniment of a special Portuguese guitar were popular entertainment in Lisbon (called Lisboa in Portuguese.) "Fado" singers and brightly costumed folk-dancers still entertain homeowners and the many tourists who make their way to this scenic city of pastel colored buildings built on seven terraced hills.

Lisbon, with its million inhabitants, is Europe's western-most Capital and an important commercial and tourist center. World famous modern resorts beckon from nearby sunny Estoril, Cascais, Costa da Caparica, Sintra and Portinho da Arrábida.

The city's seaport, spread along the right bank of the Tagus river estuary where the wide Lisbon Bay narrows to a channel leading to the Atlantic Ocean, is one of the Continent's best natural, sheltered harbors. Large liners and cargo vessels from the world over bypass a sand bar in the mouth of the Tagus to tie up at



Nineteenth Century Portuguese Galeon

modern docks along the five mile long waterfront and to find anchorage in Lisbon Bay. The port boasts the largest suspension bridge in Europe.

The small country of Portugal, with almost nine million inhabitants, is a Corporative Republic and has an area of more than thirty-five-and-a-half thousand square miles including the Azores and Madeira. It lies along the western section of the Iberian Peninsula which it shares with Spain. A 500 mile long sunny, sandy coastline along the Atlantic Ocean is marked with occasional lagoons and rocky bays interspersed with popular beach resorts and white washed fishing villages.

Most of the inland and eastern part is rugged mountainous terrain of scenic beauty crossed by gushing rivers in deep gorges. The Tagus river divides the country into north and south parts. The arid south is noted for its earthquakes. All in all, however, the climate is mild and pleasant and winters are not severe.

Wooded slopes of the interior furnish Portugal's leading export, cork, for which it is the world's largest producer. The United States receives 75% of this production. Other leading exports are timber, chestnuts, fine wines—port, madeira, sparkling, muscatel, and claret—as well as brandy. Exports and imports rose during 1968 following new financial measures introduced by the Minister of Finance.

About 60% of the hardy and vigorous Portuguese people are engaged in agriculture which registered an increase in output in 1968 after government loans were used to purchase modern agricultural machinery and equipment. Some of the crops are olives, cereals and fruits. Fisheries and canneries for sardines and tuna provide an important produce for foreign trade.

Portugal is rich in all kinds of minerals, although only tungsten, pyrites and cassiterite are mined to

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Overlooking the Old City and the Tagus from "Miradouro de Santo Luzia"

any extent. Other industries and exports include the manufacture of woolen textiles, silken goods, cotton fabrics, chinaware, ceramics and precious stones.

While the first permanent settlement on the Tagus dates from Phoenician times and Caesar established it as a municipality, Lisbon's true importance dates from 1147 when Alfonso I recaptured it from the Moors with the help of the Crusaders. Prosperity came with the establishment of the Portuguese Empire in Africa and India in the 16th Century. During that historic time Portuguese ships and sailors discovered and explored two-thirds of the earth. Their revolutionary "caravels", light, swift, sailing ships with a high poop, were designed and built there under the supervision of Prince Henry, the navigator. From Belém, a few miles downstream from the city center, Bartolomeu Dias, Vasco da Gama, Pedro Alvares Cabral and other heroes of the fifteenth and sixteenth centuries set out on their great voyages of discovery and returned triumphant to the same shores.

Portuguese colonies, since 1951 called "Overseas Provinces" include Portuguese India (under Indian military occupation since 1961); Macao and part of Timor in Asia; Cape Verde Islands in the Atlantic; Portuguese Guinea, São Tomé and Príncipe Islands; Angola in Portuguese West Africa and Mozambique in Portuguese East Africa.

Although Romans stamped the

country with a language of Latin origin, the original Portuguese stock has received transfusions of blood from many races: Romans, Goths, Arabs and Berbers, settlers from Northern Europe, Jews and Negroes. Portuguese is mother tongue of 100 million people, the sixth most used language in the world and is spoken in Brazil as well as Portugal and its overseas provinces.

In 1968, Premier Caetano succeeded Salazar who had served in that office for 36 years. Some political unrest followed but economic development showed some improvement.

A great variety of picturesque costumes are worn by the peasantry, especially during pilgrimages or on holidays, but in the cities most people wear western clothes. Dancing and singing play an important part in the lives of the people. Bands made up of "gaitas", or bagpipes, fiddles, drums, accordions and Portuguese guitars furnish gay music for festivals and parades. Many of these are held in connection with religious celebrations for the predominately Catholic populace. Soccer and bull-fighting, in which the bull is not killed, are the most popular sports.

From its setting upon seven hills, Lisbon has colorfully contrasted buildings of modern hotels, office buildings, and stores along broad avenues lined with trees, as compared to ancient, quaint houses painted pastel colors with red tile tops clustered over narrow winding

alleys—each house in itself a veranda overlooking the wide estuary of the Tagus. In one part of the old city a lane between buildings is so narrow that a popular poet, Frederico de Brito has written:

Your house is so close to mine  
in the starry night's bliss  
To exchange a tender kiss  
Our lips easily meet  
High across the narrow street.

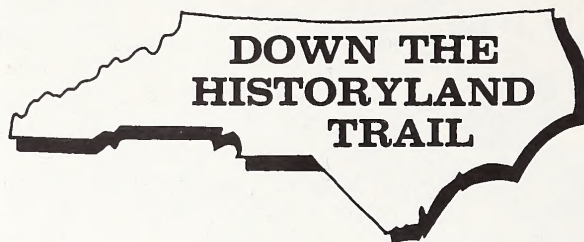
Portugal was an ally of the United States in World War I and remained neutral in World War II, although it leased Azores air bases to the U.S. and England. She presently is an ally of the United States in NATO and a member of the United Nations, the European Free Trade Association and other international bodies. Portugal has always stood for peace and progress in the international community.

By sea, Portugal's Companhia Colonial de Navegacao links Lisbon with Port Everglades in Florida and the Greek Line, the Italian Line, American Export Line and occasionally Zim Lines and Chandris Lines connect Lisbon with New York. Carregadores Acoreanos, a steamship company which operates freighters, can carry 12 passengers twice a month from New York to Lisbon.

Portugal, with its sunshine and blue sky; mountains and sea-shore; stirring history and modern day developments; mixture of ancient and today's architecture, customs and culture, extends a warm welcome to visitors to its friendly shores.



# Historic Bath: North Carolina's Oldest Incorporated Town



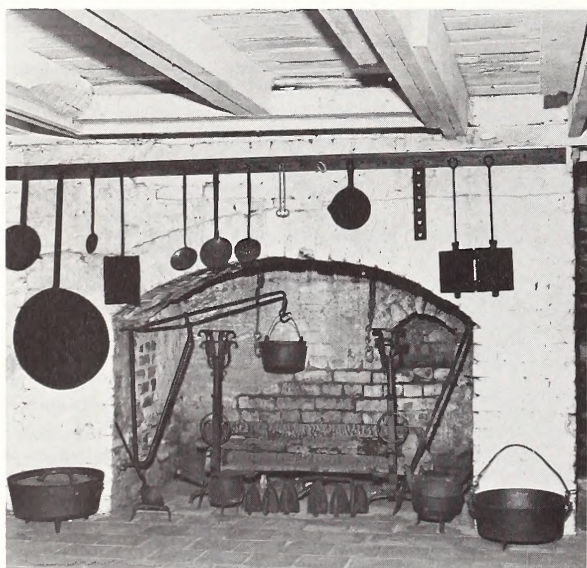
By  
Elizabeth W. Wilborn  
Field Services Researcher  
Division of Historic Sites and Museums  
State Department of Archives and History



Palmer-Marsh House, Historic Bath State Historic Site



Double chimney of the Palmer Marsh House



The Kitchen in the Palmer-Marsh House

Bath Town pre-dates English colonization, for at one time Indian villages and town sites dotted the banks of the Pamlico River; today the Texas Gulf Sulphur mining operation is the most prominent feature of the area. By an act of the assembly on March 8, 1705, Bath became the first incorporated town of the colony, later the State of North Carolina. Three governors, during the Proprietary period, made Bath the seat of government—Robert Daniel, Thomas Cary, and Charles Eden. The Assembly met in Bath from 1744 to 1752 and the Lower House of the Assembly, in 1746, made Bath the first permanent capital of North Carolina—though this bill was never ratified.

Bath served as a center of refuge for the settlers

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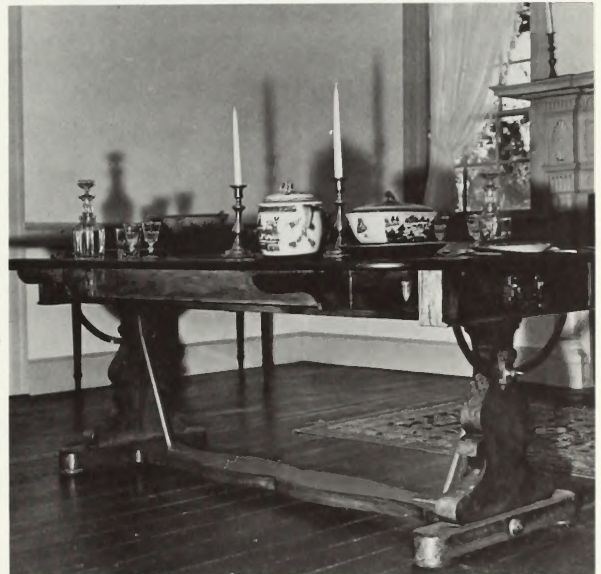
A view of the Bonner House from the Memorial garden

during the Tuscarora Indian War (1711-1713). It was later a haven for the notorious pirate "Blackbeard," or Edward Teach. For approximately a year the pirate made Bath his home—and some of its most prominent citizens, his accomplices. Stories of treasure buried by the buccaneer have persisted to the present time, with many disappointed treasure-seekers, for no one has ever reported finding his booty.

St. Thomas Parish, established by the Vestry Act of 1701, was selected by Dr. Thomas Bray, founder of the Society for the Propagation of the Gospel in Foreign Parts, to receive a library. Bray was instrumental also, through the Society, in sending missionaries to the parish—three of whom made their homes in Bath. The building of St. Thomas Church was begun about 1734; today it is the oldest church in the state in continuous use. The George II candelabra and the Queen Anne Bell are among the more interesting items connected with St. Thomas Church. The bell, purchased many years after Queen Anne's death, was bought with monies from a foundation, established by the Queen, which is still funding charitable causes. The church has been restored and is open to the public.

The State Department of Archives and History operates Historic Bath—including two historic houses. The Palmer-Marsh House, built about 1760, is noted for its double chimney. Believed to have been built by Michael Coutanch, it was acquired by Colonel Robert Palmer in 1764. When Claude Joseph Sauthier, mapmaker for the British crown, drew his map of Bath in 1769, the most outstanding dwelling was that of "Col. Palmer." The house remained in the Palmer family until the turn of the century; in 1802 the Marsh brothers, Daniel and Jonathan, bought the property. The house has been restored and furnished and opened to the public. Here, as is true elsewhere

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Dining room of the Bonner House with mid to late 19th century ship's dining table—Atop is a rare pair of Canton cider jugs.

in Bath, one sees the work of the Historic Bath Commission, which has been instrumental in preserving Bath.

The Bonner House, with a memorial garden and dependencies, is also open to visitors. The Oscar F. Smith Memorial Foundation played a large role in acquiring and restoring this property. The property was owned by the Bonner family from 1830 until it became a part of Historic Bath.

Bath, once a port town, sits quietly amid the surrounding water—Bath Creek and Adam's Creek emptying into the Pamlico are on two sides of the town. There is little today to remind one of the bloody Tuscarora, but there is much to see, enjoy, and meditate upon.



# NOVEMBER NORTH CAROLINA WORLD TRADE ASSOCIATION MEETS IN CHARLOTTE ELECTS NEW BOARD AND OFFICERS

NOVEMBER, 1969

## SIXTH ANNUAL NCWTA MEETING A SUCCESS!

On November 6th and 7th, NCWTA members and guests met in Charlotte for a most successful and informative meeting. Representatives from eleven foreign consulates and embassies gave reports on trade prospects abroad, and banquet speaker, Mr. R. McLellan, Deputy Asst. Secretary of Commerce, explained the U. S. position in world trade. A report on the recent N. C. Far East Trade Mission was presented by several Mission members. Also in attendance were the North Carolina and South Carolina Regional Export Expansion Council members.

New NCWTA officers and directors for 1970 were elected as follows:

### *President—Chairman of the Board*

John Votta, President  
Votam International Company  
Charlotte

### *First Vice-President*

William Troxler, President  
Troxler Electronic Laboratories, Inc.  
Raleigh

### *Second Vice-President*

Kenneth Thomas, President  
Gravely Corporation  
Clemmons

### *Secretary-Treasurer*

Ernest Plumb, Asst. Treasurer  
Whitin International Ltd.  
Charlotte

## NEW BOARD MEETS IN WINSTON-SALEM



Left to right: Hans Mittemeijer, Leonard Bauer, Joel New, Ernest Plumb, and John Votta.

Directors for 1970: Richard E. Barker, Dr. Jack N. Behrman, Anthony B. Brannock, L. C. Bruce, Larry Carter, Carl Dawson, James H. Fryar, C. R. Harris, Eugene E. Humphries, Sr., Paul Linney, Hans Mittemeijer, O. S. Moore, H. Banks Newman, Anthony Winkler-Prins, Bruce Smith, Arthur Brown, Thatcher Townsend, Clem Schrader, Adrian Shufford, Frank Fishburn, John Palmer, Robert Sickels, James Loftus, Morris Speizman, Robert Barker, Doug Ponischil, Jurgen Meyer-Cuno, Leonard Bauer.  
Assistant Directors: Joel New, Edgar Kirk

Committees for International Conference in Raleigh Oct. 1, 2 include chairman of Public Relations L. C. Bruce, Raleigh, with Leonard Bauer of Pisgah, Robert Baker of Charlotte, Hans Mittemeijer of Winston-Salem and Richard Barker of Wilmington.

## PIQUET IN RALEIGH SAYS ONE YEAR AGO—work on the ailment not the symptom

Howard S. Piquet, a native of New York, is Senior Specialist in International Economics, Legislative Reference service with the Library of Congress. In this position, which he has held since 1956, he serves as advisor to Congressional Committees and to members of both houses of Congress.

Dr. Piquet is a graduate of New York University and holds an M.A. degree from the University of California and a Ph.D. from Princeton University. He has taught at Princeton and New York Universities and at the Universities of Oregon and Washington.

He has served with the U.S. Tariff Commission, the U.N. Interim Commission on Food and Agriculture and with the Office of War Mobilization and Reconversion. He has also authored numerous articles in the field of international trade.



HOWARD S. PIQUET

It is typical of our disposition, with respect to economic problems, to concentrate on the symptoms of ailments, rather than on the ailments themselves, that one of the most important aspects of all of balance-of-payments disequilibrium has attracted little attention, namely, foreign trade policy.

This is not to say that the narrowing excess of exports over imports has not attracted attention, for it has. But that attention has been confined to deploring the fact that the "favorable" trade balance has been narrowing and to insisting that exports should be increased relative to import. Indeed, this narrowing is providing a convenient vehicle with which to propagandize for intensified trade restrictions. Already we are being told that a comprehensive system of import quotas is necessary to help eliminate the balance-of-payments deficit.

NORTH CAROLINA STATE PORTS



# U.S. TRADE AND BALANCE-OF-PAYMENTS PROBLEMS: IMPLICATIONS FOR THE DOMESTIC ECONOMY

by Howard S. Piquet\*

The truth lies in exactly the opposite direction. Liberal international trade policies are not merely not inconsistent with solution of the balance-of-payments problem; they are essential to it.

What are really inconsistent with a solution of the balance-of-payments problem are the efforts to bring about equilibrium in the international accounts by such direct means as our halting the outflow of private capital and restricting foreign travel by Americans.

These efforts are not only mis-directed but, if implemented with vigor, can only aggravate international disequilibrium. The excess of the outflow of funds over their inflow from abroad is a symptom of economic disorder and should not be confused with the disorder itself. Application of such direct measures to eliminate the balance-of-payments deficit is comparable to trying to cool a room by holding a piece of ice under the thermostat. The room will only get hotter the balance-of-payments deficit will widen. We need to concentrate on the malady itself and not on its symptoms.

The malady is not the statistical "deficit" in the international accounts, but the absence of a self-equilibrating mechanism to stabilize outflows and inflows of funds among the economically-developed countries. Governmental restriction of the outflow of private capital and of foreign travel have the same kind of contractive effect on the international accounts as across-the-board restriction of merchandise imports.

The persistent deficits in the international accounts of the United States have been caused by: (1) the fact that other countries have chosen to use dollars as an important part of their monetary reserves, (2) failure of the U.S. Government to maintain the purchasing power of the dollar, and (3) unwillingness on the part of the United States and other industrialized countries to allow their economies to adapt to each other through private commercial transactions.

The use of dollars as monetary reserves will continue as long as other countries are willing to hold them in preference to using them to purchase American merchandise or to converting them into gold. At what point it will no longer be feasible for them to use dollars as monetary reserves is largely a psychological question.

The substitution of something else for dollars as international monetary reserves can best be brought about by international agreement. Such agreement does not depend upon prior elimination by the United States of its balance-of-payments deficit, notwithstanding assertions to that effect by certain foreign politicians and bankers.

Governments are prone to blame monopoly—both industrial and labor—for inflationary price

rises, while hiding the fact that they themselves are the real culprits. The prime cause of inflation is the over-issuance of credit by governments and central banks. The balance-of-payments deficit of the United States will persist as long as the Federal Reserve maintains interest rates at levels lower than are necessary to equate the demand for investment capital with the supply of savings by the public. However, even if inflation were held in check and a new international monetary unit were agreed upon, there would still be deficits in the international accounts as long as there is unwillingness to allow national economies to adjust to each other through the free international movement of merchandise and capital.

There is danger in allowing the balance-of-payments deficit to become a statistical strait-jacket, causing us to adopt policies that are antithetical to the best interest of the United States. Most of the autonomous items in the balance of payments are inter-connected, and it is futile to try to bring about self-sustaining equilibrium by applying restrictionist devices designed to increase the inflow, or decrease the outflow, of funds by direct means.

For this reason, programs designed to restrict U.S. private direct investment abroad and to limit foreign travel by Americans are self-defeating. Direct U.S. private investments abroad have already reached \$55 billion and the annual dividend return on them is much greater than the annual outflow of new capital. (In 1967 Americans sent \$ 3.0 billion of new direct investment capital abroad and received dividends, royalties, etc. of \$7.9 billion in return on existing investments, only partially offset by the payment to foreigners of \$ 2.3 billion on their investments in the United States). To restrict the outflow of private investment capital is to cripple the goose that lays the golden eggs.

Similarly, curtailment of foreign travel by Americans will be largely offset by a falling off in the foreign demand for American aircraft equipment and by retaliation on the part of foreign enterprises that derive much of their income from American tourists.

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For 22 years, prior to his leaving the Government Service on January 1, 1969 Dr. Piquet was the Senior Specialist in International Economics of the Legislative Reference Service of the Library of Congress. Prior to that he was Executive Secretary of the Interim Commission on Food and Agriculture (FAO) of the United Nations and Chief of the Economics Division of the U.S. Tariff Commission.





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**CARL ROWE**, Assistant to the Manager


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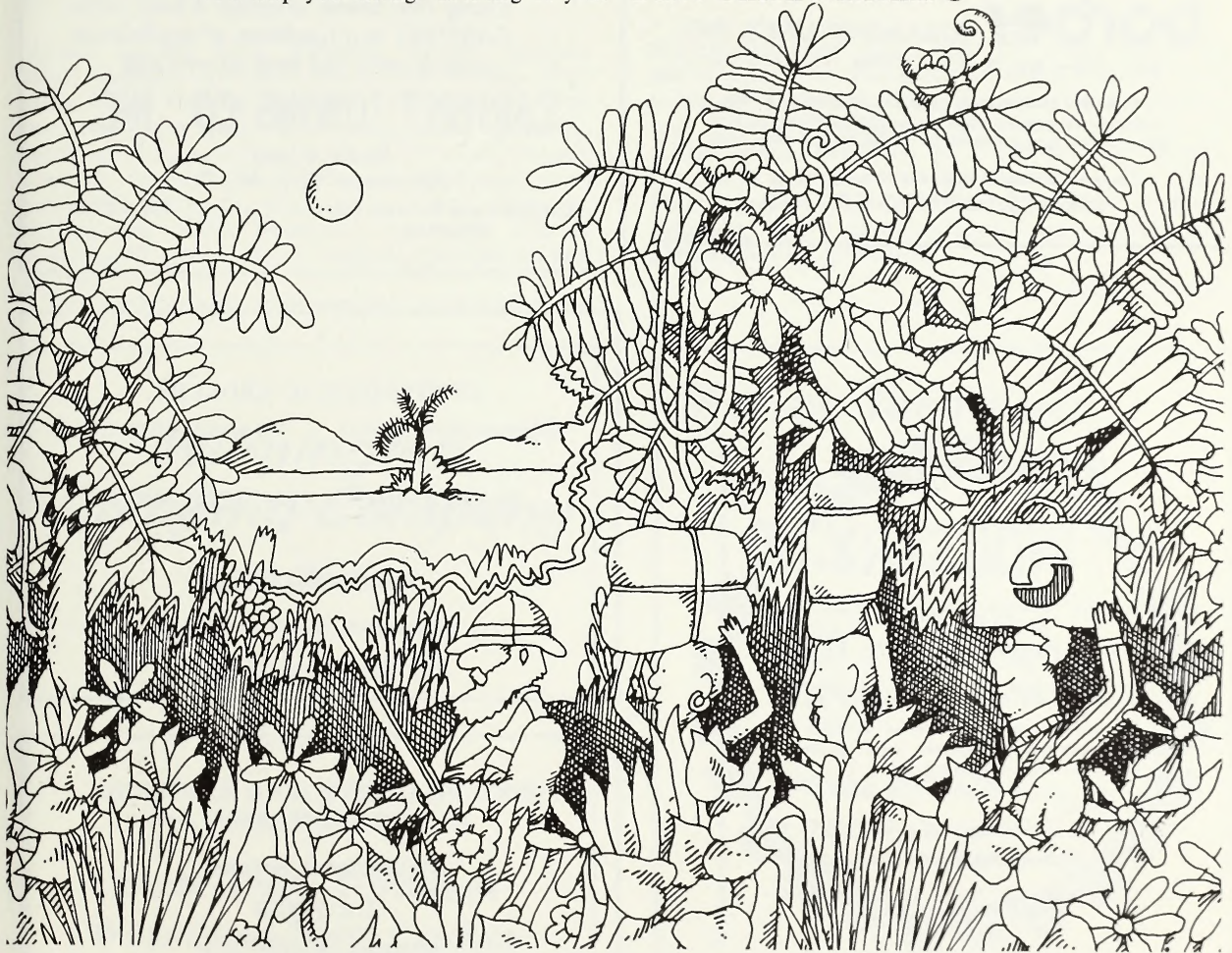


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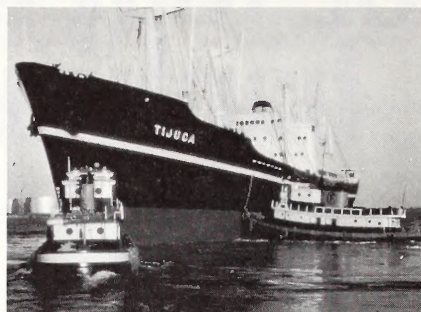
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## AT PRESS TIME

### News Release—SEACOR

SEACOR, INC., port developers, terminal operators and transportation specialists of Wilmington, N.C., in a recent corporate reorganization, acquired two company subsidiaries, ALMONT SHIPPING COMPANY, INC., and EAST COAST TERMINALS, INC. W. S. R. Beane, Board Chairman, announced the move as part of a long range development program to place SEACOR and the Wilmington port in the forefront of dry and liquid bulk shipping on the Eastern Seaboard. Ernest Ball, President, explained further that SEACOR is gearing up for the growth expected in the Southeast in the last quarter of this century. ALMONT SHIPPING COMPANY, INC., is a stevedoring,

terminaling and transportation operation providing one of the largest bulk terminaling facilities on the Atlantic Coast, with piers on the North Cape Fear River in Wilmington. EAST COAST TERMINALS, INC., is a bulk cargo storage and transfer facility which was recently selected as the site for the largest imported fishmeal storage and pasteurization processing plant on the East Coast. EAST COAST TERMINALS, INC., is also located on the Northeast Cape Fear River, north of Wilmington. In addition to improving the capability of its existing port operations, SEACOR plans to develop additional deep-water land tracts for use by port related industries.

### N. C. Motor Carriers (cont. from page 5)

terials, caustic soda, tobacco, liquors, lumber, steel, asphalt, processed meat, jute, burlap, bagging, fiber, iron and plywood—For exports, lumber, blankets, hose, underwear, auto batteries, furniture, fertilizer, textile machinery, leaf tobacco, poultry, manufactured tobacco, fabricated steel products, minerals, wood pulp, dairy products, boilers and parts, lineboard, dry milk, nitrate paperboard, scrap metal, asphalt, petroleum and glycol.

It would be well to remember in rounding out

the truck-trailer usage, that the totals above do not include the thousands of truck-trailers used to supply jet fuel to Camp Lejeune, Cherry Point, and Seymour Johnson Field from terminals at Radio Island, Beaufort, N. C. Nor do they include the barge petroleum traffic handled on the Cape Fear River through the River Terminal at Fayetteville, where thousands of truck-trailers are used annually in the area.

Jeff B. Wilson

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## **BROAD WOVEN FABRIC MILLS, COTTON**

*Cameroon*—Ten tons colored and white cotton cloth for cleaning and dusting purposes prepared in 50 kilo compressed and covered bales. No synthetic material, fringes or ornaments; excluding blankets, linings.

## **LOGGING CAMPS, LOGGING CONTRACTORS**

*Italy*—Logs of Douglas fir, hemlock, other types of timber.

## **FOOTWEAR EXCEPT RUBBER**

*Australia*—Men's dress shoes, made of leather; exclusive styles preferred.

## **FARM MACHINERY**

*Australia*—Horticultural and agricultural equipment.

## **METALWORKING MACHINERY**

*Portugal*—Chain saws; chains and cutting blades.

## **MACHINERY**

*Portugal*—Hydraulic hoists for use with truck bodies.

## **ELECTRIC LIGHTING, WIRING EQUIPMENT**

*Australia*—Pole line hardware; specifically tapered aluminum lighting columns for street lights.

## **BROAD WOVEN FABRIC MILLS, COTTON**

*Switzerland*—Cotton plain dyed, printed, finished fabrics, apparel, toweling, bedsheet, pillowcase fabrics, jacquard woven cotton fabrics, plain, printed, colored.

## **YARN, THREAD MILLS, PRODUCTS**

*Lebanon*—Textured, crimped, or bulked filament yarns.

## **PAPERBOARD MILLS, PRODUCTS**

*Hong Kong*—Paperboard for making boxes.

## **SYNTHETIC MATERIALS**

*Italy*—Plastic materials, synthetic resins, nonvulcanizable elastomers; synthetic rubber; synthetic organic fibers.

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Greensboro, N. C.  
(919) 275-9111

## **DRUGS**

*New Zealand*—Pharmaceutical preparations.

## **ELECTRIC LIGHTING, WIRING EQUIPMENT**

*Sweden*—Connectors, all kinds.

## **FIELD CROP FARMS**

*Netherlands*—Peas, beans, similar agricultural commodities.

## **DAIRY PRODUCTS**

*Cyprus*—Concentrated milk, shipped in bulk (barrels, drums, and tanks).

## **BROAD WOVEN FABRIC MILLS, COTTON**

*Canada*—100% cotton corduroy and/or corduroy of cotton/polyester blend with permanent press finish, for purchase in quantities of 10,000 yd. lots or higher.

## **TEXTILE GOODS**

*Germany*—New cotton remnants for manufacture of polishing discs.

## **RADIO, TELEVISION RECEIVING SETS**

*Netherlands*—Complete range of radio receivers, including portable, automobile, home, etc.

## **AGRICULTURAL CHEMICALS**

*France*—Fertilizers of good quality, primarily products suitable for fruit-trees grown in orchards in southwest France.

## **FARM MACHINERY**

*France*—Farm machinery equipment: sprayers (power and speed), other categories of light—and medium-duty machines, attachments designed for preparing vegetable and fruit crops for shipment to wholesale markets.

## **"COMMERCE NOTES"**

Greensboro Field Office

## **EXPORT DOCUMENTATION STREAMLINED**

1. Effective October 1, exporters are no longer required to file shipper's export declarations for general license shipments to Free World countries when the shipments are valued at less than \$250.
2. Effective November 1, high volume exporters

meeting requirements of the Office of Export Control and Bureau of the Census have the option of filing monthly export declarations rather than separate export declarations for each shipment to Free World countries.



# Honored in England

Through a smashing arrangement with one of England's largest banks, BankAmericard is honored for traveling, shopping and entertaining throughout Great Britain.

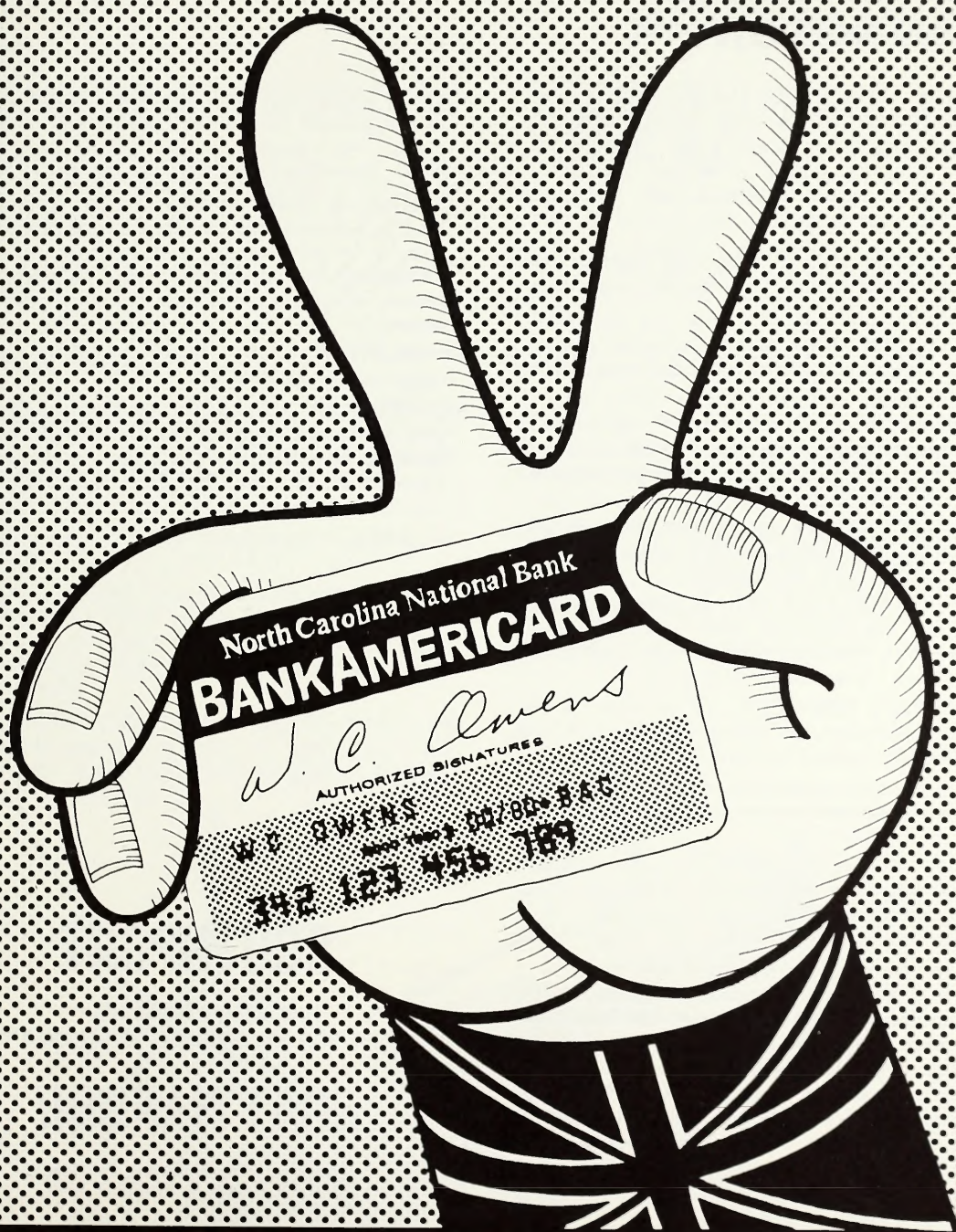
By the same token, England's Barclaycard is honored here.

So now Barclaycard and BankAmericard holders can charge almost anything, from tote-bags to bed and breakfast, at thousands of businesses on both sides of the ocean.

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*W. H. Friederichs, Operations Manager*

## STATE PORT TERMINAL WILMINGTON

**DRY CARGO WHARF:** 3,695 feet of continuous marginal concrete wharf with wide aprons. 34 feet of water alongside at mean low water (channel project now being deepened to 38 feet) capable of working seven vessels simultaneously. Additional 1,045 ft. of wharf in 1969.

**TANKER BERTH:** T-head type with mooring dolphins, supported by tank farm and available undeveloped area.

**TRANSIT SHEDS:** Four fully-sprinklered, modern, concrete, steel, and masonry buildings total 506,000 square feet.

**OPEN BERTH:** 800 continuous feet, as well as other open areas between sheds and at ends of wharf, backed up by 15 acres of paved open storage accessible by rail or truck.

**WAREHOUSES:** 522,962 square feet, fully sprinklered. **BONDED WAREHOUSE** space available by arrangement with management.

**CARGO STORAGE SHELTER:** 273,000 square feet, open ends, concrete and steel, paved building, equipped with overhead bridge cranes and served by truck and rail access to all parts.

**U. S. CUSTOMS SERVICES:** All services for the Port of Wilmington, including Classification and Value Section, located on terminal property.

**SCALES:** Two truck scales and one railroad car scale conveniently located on terminal. Certified weighmasters on 24-hour duty.

**TRACKAGE:** Double marginal tracks with crossovers along full length of wharf apron. Depressed tracks serving rear of transit sheds and warehouses. Storage yard capacity—370 rail cars. (Four diesel switching engines operated by the terminal.)

**HEAVY EQUIPMENT:** Two 45-ton capacity gantry cranes equipped for 80-inch magnet and two or six yard bucket operations. A 75-ton gantry crane (at 70 ft. radius) can be used in tandem with either of the 45-ton cranes for lifts up to 120 tons. The larger crane is speedily convertible for fast single line lifts, magnet or bucket, as well as container cargo operations.

**CARGO HANDLING EQUIPMENT:** Forklifts of various capacities with accessories—cotton and paper clamps, etc., tractors, cargo trailers, 5-ton mobile crane, stevedore-type cargo pallets.

**LOADING & UNLOADING:** Direct discharge or loading between ship's tackle and open top railcars possible by prior arrangement. Rail and truck docks for loading and unloading at transit sheds and warehouses; ramps for easy access into sheds and warehouses.

**FUMIGATION:** Modern fumigation plant with two large vacuum chambers.

**SERVICES:** Seaboard Coast Line Railroad Company plus numerous highway motor carriers. Locally domiciled Stevedoring Companies, Ships Agents, Customs Brokers, and Freight Forwarders.

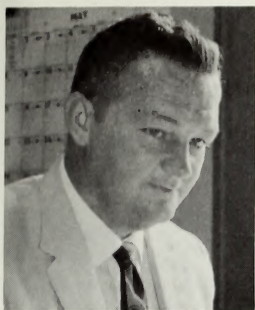
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Charles McNeill, Operations Manager



## STATE PORT TERMINAL MOREHEAD CITY

**SHIPSIDE SITES:** Including existing rental buildings available to private enterprise for specialized purposes.

**WHARF:** Concrete and steel, 3,625 feet long 45-foot apron. Berth six 500-foot general cargo ships and one petroleum tanker. Depth 35 feet at mean low water.

**BARGE TERMINAL:** Four 300-foot berths completed 1968.

**TRANSIT SHEDS:** Three total 220,000 square feet. Two of steel, concrete and masonry, one of metal. All sprinklered with deluge systems.

**WAREHOUSES:** Seven storage warehouses, totaling 588,000 square feet, sprinklered with deluge systems. Total 30 fire segregation sections. Bonded warehouse space available.

**OPEN STORAGE:** 13 acres of paved open storage.

**SCALES:** Certified public truck scales available on terminal.

**TRACKAGE:** Double marginal tracks with crossover, full length of wharf. Single depressed track full length rear of transit sheds and warehouses. Southern Railway freight car storage yard adjacent to port property.

**CARGO HANDLING EQUIPMENT:** Fork lifts with detachable accessories such as paper and bale clamps, etc. Facilities for full palletization cargoes. Tractors and trailers.

**HEAVY EQUIPMENT:** Berths 6 and 7 have two 75-ton gantry cranes with full crane services including buckets, electromagnet, etc. Cranes may be used in tandem with 150 ton capacity.

**U. S. CUSTOMS:** A designated customs port of entry with permanent personnel assigned.

**BULK FACILITY:** 3,000,000-ton annual capacity bulk facility for receipt, conveyance, storage and shipment of bulk cargoes. Loading capacity of 3,000 tons per hour. Storage capacity 106,000 tons.

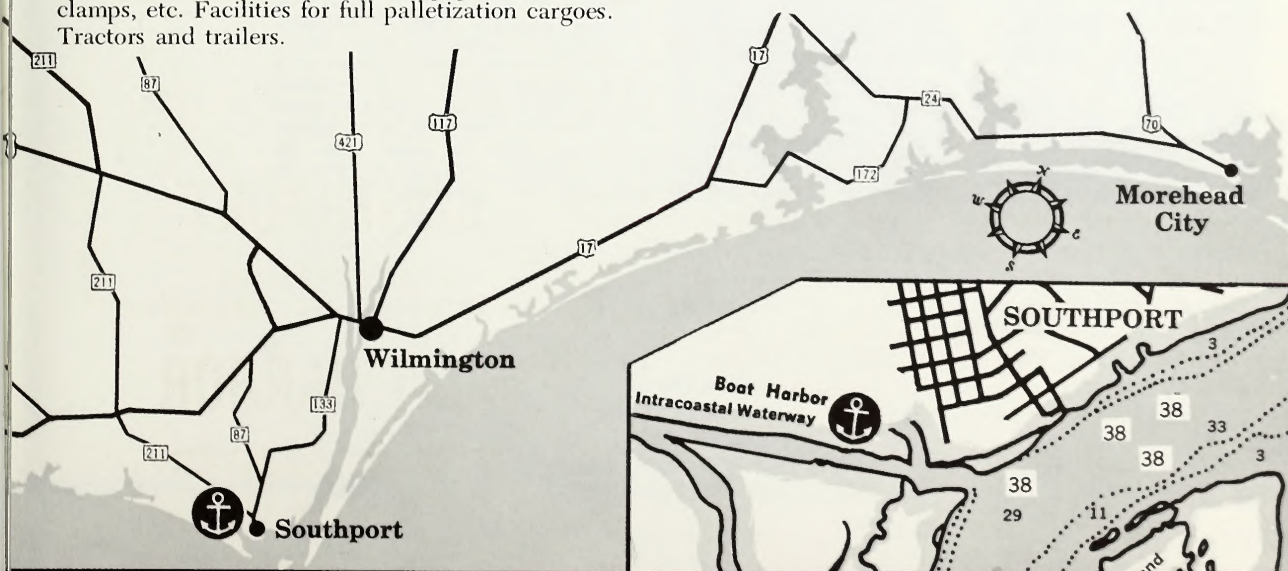
**LOADING OR UNLOADING:** Truck and rail docks for loading or unloading at transit sheds and warehouses; easy access into transit sheds and warehouses.

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**SECURITY:** Security force on duty at all times.





## MYERS AND TEXAS GULF SULFUR

Greensboro, N. C.—The world was the marketplace for his career as a salesman, but A. Nelson Myers has come home to North Carolina to enjoy retirement.

As senior vice president of marketing for Texas Gulf Sulphur Company, Myers has been based in New York City since 1946, but his responsibilities for sales of TGS products, including fertilizer materials, have taken him around the globe. He retired January 1 to Greensboro, his boyhood hometown.

Myers' success in the world of big business failed to temper his southern manner. A co-worker said, "Nelson will be missed. He has never lost that fine, easy southern temperament. He has always been accessible to everyone."

Another close associate said, "He's a wonderful balance wheel, always has been. He has that great trait of giving authority and responsibility to people who work for him and letting them work out the problems."



A. Nelson Myers, left, senior vice president for marketing of Texas Gulf Sulphur Company, discusses shipping of fertilizer materials from North Carolina to world wide markets with Dr. Guy T. McBride, Jr., vice president and general manager of the TGS phosphate division at Aurora, N. C. Myers' retirement after 24 years with the firm is effective January 1, 1970. He will reside in Greensboro.

Born in Williamson, West Virginia, Myers was six when his family moved to Greensboro. He spent his boyhood there and was graduated in 1929 from Davidson College, some 90-miles away. He is the eldest son of Rev. Charles F. Myers, a prominent Presbyterian minister.

Many of his early working years were also spent in North Carolina, in Wilmington and Greensboro, in addition to Richmond, Va., Nashville, Tenn. and Columbia, S. C.

Myers has been a Texas Gulf vice president since 1959, first heading sales and then running overall marketing beginning in 1964. He had been a New Yorker for six years and was a vice president for another large chemical sales corporation when he joined Texas Gulf Sulphur.

Throughout the years, Myers has visited "back home" in North Carolina as often as a busy schedule would permit. His brother, Charles F. Myers, Jr., Chairman of the Board of Burlington Industries, is a Greensboro resident. His daughter, Mary Myers, is a nurse for the Guilford County Public Health Service and also lives in Greensboro. A second daughter, Mrs. Kenan Van Vranken, resides in Princeton, New Jersey, and a sister, Mrs. L. B. Schenck, is a Davidson, N. C. citizen.

"North Carolina has a wonderful reputation throughout the United States and abroad," said Myers. "It's rare when countries where we sell our products don't know something about North Carolina and look upon it as a progressive state."



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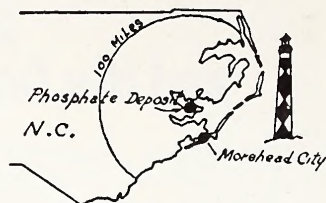


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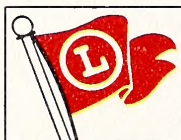
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